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GROUPINGS OF THE GREAT NATIONS.

CHINA AND JAPAN UNITED.

FEWER GOVERNMENT OFFICIALS, BUT MORE EFFICIENCY.

Speaking at the International Congress of Philosophy at Oxford Professor W. Lutoslawski foreboded the time when the world will contain only a few great nations, and drew a picture of the national State of the future. It was no longer a common stock that mattered in nationality, but a common aim or mission, said Professor Lutoslawski.

One of the professors' "visions" was that of a united China and Japan, forming one great country. Material links were transformed into spiritual links and a new order of society was arising. "The number of true nations," he said, "cannot be very large if each nation has to be characterised by a particular mission. The process of the integration of modern nations has not yet anywhere reached its culmination."

A Latin Union.

If we look at the very slow unification of France through the gradual understanding by the inhabitants of each province of a common ideal above local interests we may easily imagine that if such a widening of horizon proceeds the French may in a distant future be merged with the Italians, Spaniards, and Portuguese into one Latin nation and so restore the lost material unity of the Roman Empire. Similarly the lost political unity of the English-speaking world may also be regained by the growth of many links now existing between England, her Dominions, and the United States.

In that great historical progress which leads to the formation of true nations as living organs of mankind, it is of little importance whether Spanish South America joins the Anglo-American or the Latin union. Four great nations, the English-speaking people, the Latins, the Teutons, and the Slavs, would control not only Europe but the whole of America, Africa, Australia, Oceania, and Northern Asia.

China and Japan United.

In Asia, China and Japan are clearly predestined to form one great nation, and the numerous races of India another. The third Asiatic nation might grow around Palestine, Mesopotamia, and Arabia, or around Persia or Turkey. True nations cannot be many, and each true nation needs a vast territory for its full growth.

The Future State.

The national State which was foreboded, the speaker said, was neither despotic nor democratic nor intermediate between the two older forms of government. "Its chief characteristics may be summed up as follows: The whole bureaucratic organisation for the collection of taxes will become superfluous because the voluntary contributions of patriotic citizens will sufficiently fill the Treasury."

If a national State is surrounded by other national States armies will not be needed, as the fulfilment of a mission for the general welfare of mankind excludes every ambition of conquest. Unemployment is likely to disappear, but spiritual, intellectual, and artistic activity will greatly prevail over material production, which will be naturally limited to the satisfaction of the real needs of the inhabitants, with no ambition to conquer foreign markets. Crime will become very rare, and the administration of justice, as well as the activity of the police, will occupy a gradually decreasing number of efficient officials. In legislative bodies the number of the members will be greatly reduced, but a much higher degree of intelligence, and character will be required of them.

Fewer But More Efficient Officials.

"The same relation between quality and quantity of members will prevail in all Government offices. Everywhere a few really well paid and competent officials will supplant the crowd of inefficient bureaucrats. The Government of a national State will have a much greater stability than democratic Governments, but will consist of fewer members chosen from experts in statesmanship. The power of government will be limited to activities which cannot easily be left to private initiative or to the free social organisation of individuals. There will be less need for interference by the State in the private life of individuals if the whole of this private life is devoted to the public welfare. Diplomatic relations will be based on sincerity, and a thorough understanding of every national mission. This is only possible if a religious spirit permeates the whole of political relations."

No Revolution.

"The ideal of a national State will not be realised by a sudden revolution upsetting the existing democratic Governments. They will be gradually transformed by a succession of voluntary acts of individuals much, for instance, as free gifts to the treasury, the foundation of institutions of learning and of artistic activity, and the creation of social movements raising the standard of political life."

Unselfish Service.

"The existence and independence of each nation is justified by service to others. If this is generally understood the process of the formation of national States out of the chaos of democratic Governments will be accelerated. But no violence, no compulsion of any kind can serve that purpose. Modern democracy as a violent reaction against despotism is usually founded on the assumption that the will of the citizens is the only source of constitutional law. Consistent democracy, as well as Socialism and Bolshevism, which are its ultimate consequences, is irreligious, and often candidly atheistic."

INVESTIGATION OF SOVIET DEALS.

STANTLING STATEMENT OF AMTORG OFFICIAL.

[UNITED PRESS.]

New York, Sept. 28.—In the inquiry which is being held here into the recent commercial activities of Soviet Russia in the United States, Mr. Harold Bache, broker, testified that his company sold short upwards of 2,000,000 bushels of Russian wheat. Mr. Bache said that in his opinion the transaction had little effect on the market.

Mr. Basil Delgas, a former vice-president of Amtorg, the Soviet organization for trade in America, around which the inquiry centres, testified that all employees of Amtorg had been instructed as to what they were to say if called to testify in this hearing. Delgas told the committee that he had resigned his position rather than perjure himself by false statements which his employers had instructed him to make to the investigators.

Diary of Coming Events.

To-day.

(October 7.)

Queen's Theatre: "Air Circus."
World Theatre: "Two Butterflies" (Chinese film).
Star Theatre: "Evening Clothes."
Majestic Theatre: "The Vanishing Pioneer."
Central Theatre: "Seven Days' Leave."
H.K. Branch of The English Association, annual meeting, Cathedral Hall, 5 p.m.
Lamport's Auction of Government Stores at R.A.O.C. Depot, 5.30 a.m.
Dinner Dances: Peninsula Hotel, 8.30 p.m.
Tides: High, 9.04 a.m. and 9.24 p.m.; Low, 3.09 a.m. and 3.27 p.m.

Wednesday.

(October 8.)

Queen's Theatre: "Air Circus."
World Theatre: "Two Butterflies" (Chinese film).
Star Theatre: "Evening Clothes."
Central Theatre: "Seven Days' Leave."

Majestic Theatre: "Fashion Madness."
Army Harbour Race, 3.45 p.m.
V.R.C. Aquatic Sports, 5.30 p.m.
Hong Kong Boxing Association, yearly meeting, at Messrs. Jardine Matheson's Board Room, 5.30 p.m.
Tennis, University Inter-Faculty Tournament, Engineers v. Arts, 4.30 p.m.
Dinner Dance: Hong Kong Hotel, 8.30 p.m.
Tides: High, 9.23 a.m. and 9.43 p.m.; Low, 3.44 a.m. and 3.52 p.m.

Thursday.

(October 9.)

Queen's Theatre: "Sunnyside Up."
World Theatre: "Fighting Apo" (Chinese film).
Star Theatre: "Modern Love."
Central Theatre: "Paramount on Parade."
Majestic Theatre: "Fashion Madness."
Lamport's Auction of Government Stores, 5.30 p.m.
Tides: High, 10.14 a.m. and 10.04 p.m.; Low 4.19 a.m. and 4.10 p.m.

European Mail.—Inward: Europe via Suez (Morea). Outward: Europe via Siberia (Chichibu Maru) 8.30 a.m.

Friday.

(October 10.)

Chinese National Day.
"At Home" at City Hall by Chinese Members of the Legislative Council, 11.50 a.m. to 12.45 a.m.
"At Home" by Members of the "Comrades" Association, at China Building from 10 a.m. to 1 p.m.
Annual Dance and Concert at H.K. University.
Queen's Theatre: "Sunnyside Up."
Central Theatre: "Paramount on Parade."
World Theatre: "Fighting Apo" (Chinese film).
Star Theatre: "Modern Love."
Majestic Theatre: Talkie programme opens: "Broadway Babies."
Dinner Dance: Peninsula Hotel, 8.30 p.m.
European Mail.—Outward: Europe via Siberia (Morea), 9 a.m.

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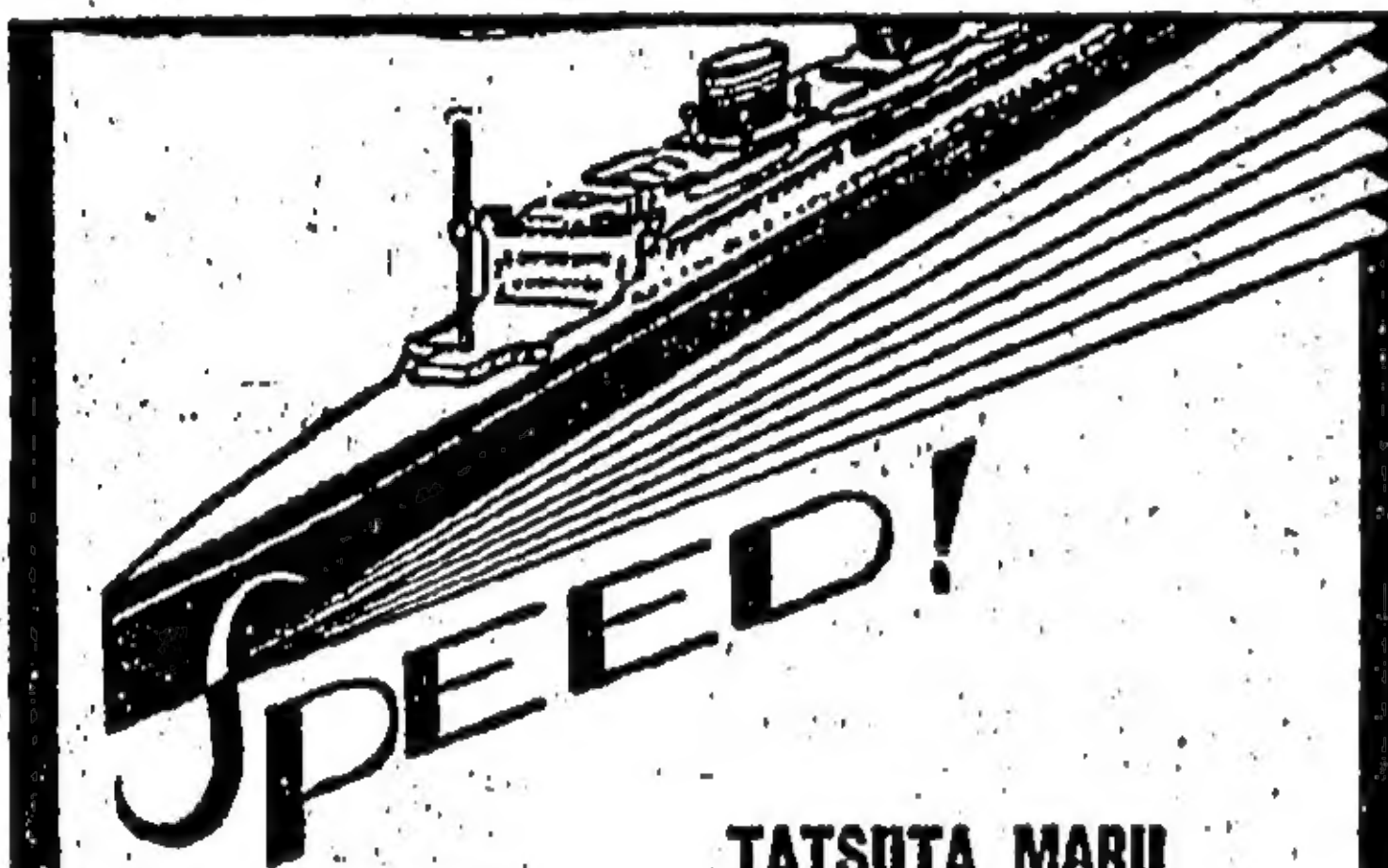
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CHIMNEY-SWEEPS OF OLD TIMES.

WHEN LORD PORTMAN WAS KIDNAPPED.

It is ninety years since the passing of the first Act of Parliament prohibiting the use of climbing boys as chimney-sweepers. Though the Act mitigated the evil, it did not abolish it, and it was not till 1864 that persons employing boys as live chimney-brushes ran the risk of imprisonment.

There is no sweep in London whose memory goes back to the early legislation; but on the Portman estate there is a little colony of sweeps, who were born in the business, men who have heard from their own fathers of the hardships formerly endured by little English boys.

Such a one is Mr. J. Deakin, who carries on his business in the same little house in which it was established nearly a century ago. He told me (writes a correspondent) the dramatic incidents of his father's life.

Nearly a hundred years ago, Tom Deakin was a very small boy, whose father had gone on a voyage to Australia and had never returned. His mother married again, and the boy became virtually the property of a master sweep in the neighbourhood of Edgware.

"These boys," said Mr. Deakin, "used to go right up the chimneys, and they were kept hard at it most of the time. This usual terms in those days for a youth regularly apprenticed to a master sweep were three shillings a week and a wash once a week, but the climbing boys, who bore the brunt of the work, would get only a half penny."

A Tyrannical Master.

Tom Deakin's master went further than this. He systematically robbed his boys of the little gifts which kindly people put into their grimy hands.

"In those days gentry were gentry. Tom and the other little fellows were always given a parcel of good food after coming down the chimney, but, starving though they were, the only safe plan was to snatch a mouthful and sell the rest along the country lanes or at the nearest cottage, for they never knew when their master would pop round the corner and take it from them."

This remarkable master had two whips, which he kept in constant use on his young employees. One was short and stout, with a thick handle; the other had a slender handle, and a very thin, long, enough to trail on the ground. With the smaller of the two he chastised the boys at close quarters; the other one he had an expert's knack of swishing up the chimney in such a way as to catch a boy whom he suspected of resting or taking a breath of air on the roof.

The day of his emancipation came when he was fifteen. A "trick" from one of the victims of this master brought him to the rescue, and, seizing the whip from the master's hand, he had lashed him to the ground and continued to lash him till he had lost consciousness.

When his rage was spent he realised that the man might not recover, and decided that his best plan was to run away. Eventually Tom was befriended by a builder, who left him his business. This business he exchanged for that of the sweep who lived in the little house in which his son told me his story.

I asked whether it was true that that master sweeps in the bad old days stole their climbing boys.

"Certainly it is. How else would they get them? What kind of parent would put a child to such a life?"

Lord Portman as Chimney Boy.

Mr. Deakin gave me his version of the well-known story of Lord Portman, who was kidnapped close to his own home and within a few yards of the place where we were talking. It was then a beautiful district, sparsely inhabited, and the child was playing in charge of a nurse whose attention was diverted. He was cajoled into a passing gipsy wagon, stripped of his clothing, and presently handed over to a sweep and his wife, on the plea that his alleged parents were too poor to keep him but would call and pay when times were better.

His distracted mother could not endure the associations of her London home, and the household was removed to the country. To the new home came a little sweep one fine May morning. The housekeeper set him to work on the dining-room chimney with the promise of a good breakfast when he had finished. Twice she came into the room to find him gazing at the pictures, and in reply to her scolding said: "I have seen these pictures before. My mama's pictures were exactly like them." A tattoo mark on his arm was an important factor in the identification which quickly followed.

FRANCE ORGANIZING FOR PEACE.

SECURITY, ARBITRATION AND DISARMAMENT.

Paris, Sept. 28.—Political circles had been waiting with keen expectancy the speech of M. Tardieu, the French Premier, which was delivered two weeks before the reopening of the Chamber.

He emphasised France's desire for peace not only in Europe but all over the world and added:

"Our Government is the true defender of the treaties on which peace is based and for the service of which we proved once more at Geneva that we are united and receive credit for it. As an interpreter of the will of the entire country, I repeat once more that we must be united and even more united in order to enforce our will for peace."

"Of course, our foreign policy must be sufficiently pliable to adapt itself to new events, but it must be followed firmly and dispassionately and without deviating from its proper course although obstacles are against it."

A Clear Programme.

Le Temps, commenting editorially expresses satisfaction on the clearness shown by the Premier in view of the expected difficulties with the German extremists.

Le Journal des Debats states: "The French Government has a clear programme—security, arbitration and disarmament. Nobody can expect from us a policy of duplicity but one of conciliation carried out with the utmost good will."

Other newspapers emphasize the fact that contrary to expectations in some quarters M. Tardieu refrained from making any comments on the German political situation as a consequence of the elections.

In his speech, M. Tardieu made allusion to the Soviet Russian dumping and activities in the grain market. He said: "When we see such a change in prices as was witnessed last week the people have the right to expect from the country not only the creation of inner organs for the regulation of the market, but also international control of production and prices so that nobody will suffer from the lack of food."

NEW THAMES BRIDGES.

BIG DEVELOPMENT.

By 1940 several million pounds will have been spent on the building of new bridges and the reconstruction of old bridges across the Thames in order to cope with the traffic problem.

The biggest bridge undertaking of all will be the Charing Cross Bridge. The scheme, which was rejected this year, provided for an expenditure of £11,000,000, and would have required seven years to complete. The new scheme, now in preparation by an advisory committee, is not to exceed £12,500,000. The scheme will be ready by next March.

Lambeth Bridge.

Seven bridges are involved altogether. The first of them to be completed will be the new Lambeth Bridge, which will connect Millbank with the Albert Embankment. Work has now been in progress for over a year, and it is anticipated that it will be completed by the autumn of 1932 at a cost of £555,000.

Within the next few weeks work will be begun on three more bridges—a new bridge at Hampton Court, the widening of Putney Bridge and a new bridge at Chiswick.

At Putney Bridge the approaches on both sides of the river will be widened, involving the utilization of half the churchyard at Putney Church. The bridge itself will be widened from 44ft. to 74ft., allowing for two lines of vehicular traffic on either side of the tram lines down the centre. The cost will be about £450,000.

Chiswick Bridge, which will be a continuation of the Chertsey arterial road at Chiswick and will connect on the Surrey side with the lower Richmond road, has been designed by Sir Herbert Baker. It will have three river and two bank spans, and be faced with Portland stone. The estimated cost is £235,000.

The next new bridge to be put in hand will be at Richmond. Tenders were to be ready by the end of September. It has been designed by Mr. Maxwell Ayrton, and will be the first reinforced concrete bridge in England to have its whole surface engraved by hand. It will have three spans and cost approximately £344,180.

SOLVING PROBLEMS OF EUROPE.

FRANCO-GERMAN COLLABORATION.

Berlin, Sept. 28.—The *Berliner Tageblatt* publishes an interview with M. Flandin, French Minister of Commerce, who told the Geneva correspondent of the newspaper:

"We must find a solution to European problems in the serious development of the our own consumptive capacity so that we shall not entirely exclude American products from our market."

"I am aware of the difficulties suffered by Germany economically but I think that the only remedy for the depression in the Central European market as a consumption unit is a close Franco-German collaboration for it is the primary condition for European reconstruction."



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| RUTH CHATTERTON Stirring your heart! | MAURICE CHEVALIER Puffing the poufs! |
| GARY COOPER Speaking his love! | LEON ERROL "Dying" to meet you! |
| SKETCHES GALLAGHER Starting the fun! | HARRY GREEN "Isadore the Toreador"! |
| HELEN KANE Booping a new doop! | DENNIS KING Singing and how! |
| ABE LYMAN —and His Band! | JACK OAKIE Okaying the party! |
| ZELMA O'NEAL "Wassling" with Oakie! | WILLIAM POWELL Solving your troubles! |
| BUDDY ROGERS Crooning and June-ing! | |

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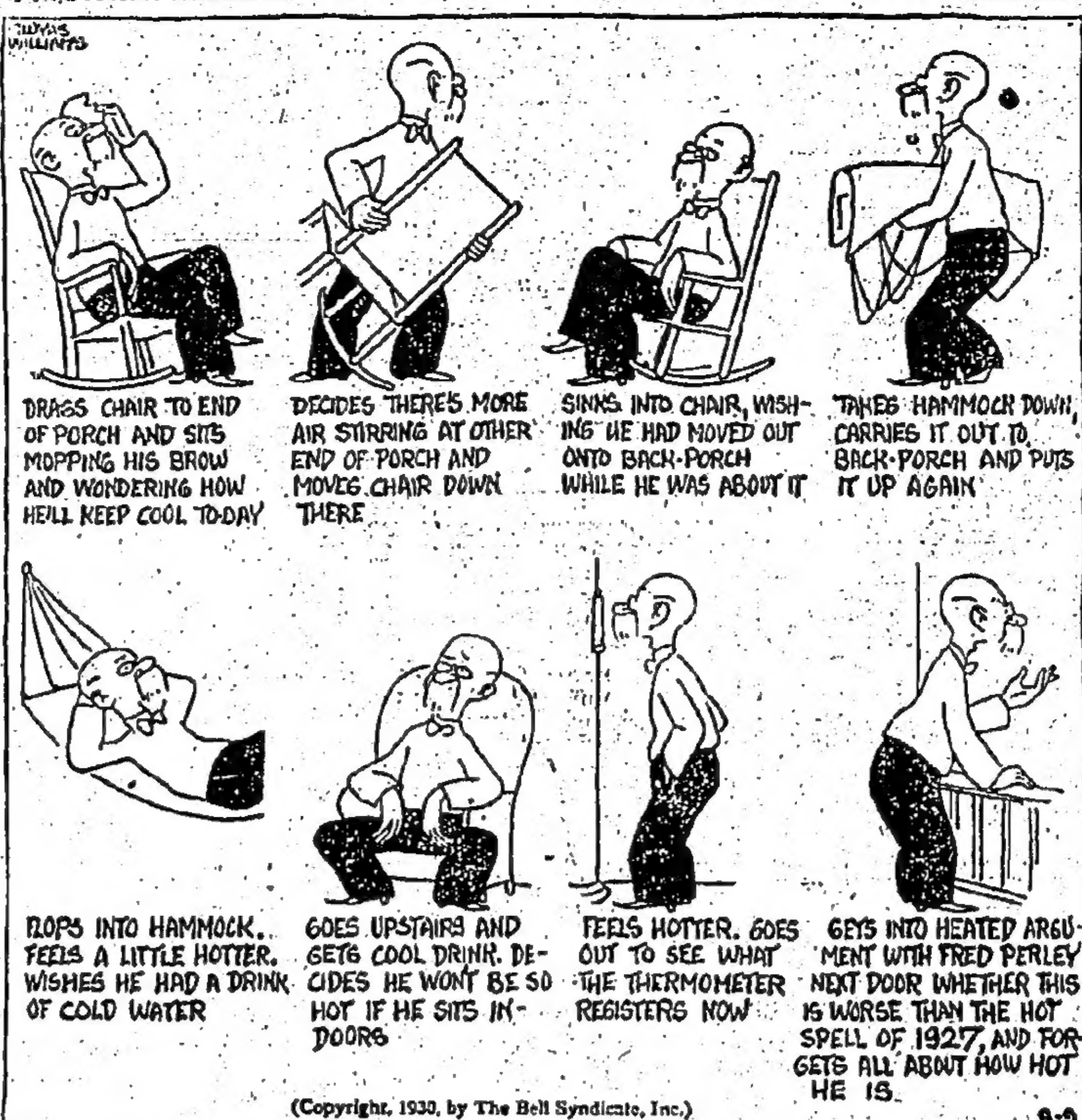
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Then look for some interesting news in the "Daily Press" next Thursday.

BURBAN HEIGHTS—KEEPING COOL

By GLUYAS WILLIAMS



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THE SILVER SCREEN.

"SEVEN DAYS LEAVE"

As a child Gary Cooper saw a famous actress play on the London stage. Now that same actress has become Cooper's screen mother in "Seven Days Leave," Paramount's all talking picture playing at the Central Theatre.

Gary went to England with his parents, Judge and Mrs. Charles Cooper, when he was nine years old and attended grammar school in Dunstable, Bedfordshire, for three years before returning to his birthplace, Helena, Montana.

Each Christmas while in England, the Coopers went up to London to see the pantomimes that are presented at Drury Lane Theatre, and to take in other leading theatres.

Beryl Mercer, who portrays an old Scotch woman who appoints herself Cooper's mother in "Seven Days Leave," was at that time one of the leading actresses in London. The Cooper family attended a performance of "Mildred's Dress" in which she had leading rôle. Gary

remembered the characterization, but it was not until his father visited the sound stage on which "Seven Days Leave" was being produced at the Paramount studios, that he connected Miss Mercer with the part. Judge Cooper recognised the actress immediately.

"Paramount on Parade."

Probably the greatest collection of brand-new song hits ever gathered together in one sparkling screen production will be heard when Paramount's talking, singing, dancing, laughing festival of the stars, "Paramount on Parade," opens its seven days' run at the Central Theatre on Thursday.

Two of the numbers, "Sweepin' the Clouds Away" and "Any Time's the Time to Fall in Love," are already sweeping the country via the radio. The former song is one of the Maurice Chevalier numbers in "Paramount on Parade"; the second sung by Charles (Buddy) Rogers and Lillian Roth.

"Jack Oakie" and Zelma O'Neal sing "I'm in Training for You," another lively hit song, and the rousing ballad, "Let Us Drink to the Girl of My Dreams," is rendered by a famous group of actors, Richard Arlen, Mary Brian, Virginia Bruce, Gary Cooper, James Hall, Phillips Holmes, David Newell, Joan Peers and Fay Wray.

Chevalier also sings "All I Want Is Just One Girl," and is mimicked by Mitzi Green. Clara Bow sings "True to the Navy." Nancy Carroll introduces a great dance tune, "Dancing to Save My Soul." Ruth Chatterton's contribution is "My Marine," a sentimental ballad with a theme like "My Man." For fun Helen Kane croons "What Did Cleopatra Say?" and Jack Oakie, Sketches Gallagher and Leon Errol are convulsing, rendering "We're the Masters of Ceremony." Harry Green sings "I'm Isadore, the Toreador."

Dennis King, of "Vagabond King" fame, sings a Russian love-song, "Nichavo," and the sensational Italian tenor, recently brought to this country by Paramount, Nino Martini, is heard in "Song of the Gondolier."

Many of the interludes are filmed in technicolor. Comedy, drama, romance and music are cleverly interlarded. And the whole is blended into a joyous, intimate entertainment festival.

"Sunny Side Up."

Dietsing is just a lot of nonsense, Sharon Lynn, film beauty and featured member of the cast of "Sunny Side Up," Fox Movietone musical comedy featuring Janet Gaynor and Charles Farrell, began

this bombshell into the ranks of feverish dieters.

"Although I eat anything I like and never limit my own menu," she continued, between bites of strawberry short cake smothered with whipped cream, "I have stayed at 110 pounds ever since leaving high school. Activity, mental and physical, is the way to keep fit."

She is credited, by the way, with having the most perfect figure in Hollywood. "Sunny Side Up," in which Janet Gaynor and Charles Farrell are co-featured, will be seen and heard on Thursday on the Queen's Theatre.

"The Vanishing Pioneer."

Jack Holt is back again in Zane Grey productions. Paramount has brought them back again together in "The Vanishing Pioneer" which is now showing at the Majestic Theatre, Kowloon.

"The Vanishing Pioneer" is the latest Zane Grey's production, starring Jack Holt. Fans also will be glad to witness a father and son both in the same production. We refer to young Tim Holt, son of the star, who is seven years old. For the time he is privileged to act with his illustrious father he does very well.

The supporting cast is excellent. William Powell, the suave villain, has a leading and important part. Also Fred Kohler, the sneering one, who has brought fame to himself with George Bancroft, does an effective piece of work. Sally Blane, one of the prettiest feminine actresses on the screen, plays opposite Jack Holt. Others in the cast are Guy Oliver, Roscoe Karns and Marcia Mannon.

The stage attraction presented by Miss Dot Fayo and her "Mindaps" was well applauded. They gave a very snappy programme, including the latest song hits, and will repeat their performance to-day during the 5 and 7 o'clock performances.

CAREER PREFERRED TO MARRIAGE.

WOMAN PLAYWRIGHT ENDS ROMANCE.

Miss Anne Nichols, the playwright, and author of "Abie's Irish Rose," who is in Los Angeles says that her former fiancé, the Marquis William de Lignemare, is suffering from a nervous disorder as the result of her having broken off her engagement with him. She is sending the Marquis to her Encino ranch for a cure.

"It was my fault for breaking off the engagement," she told the reporters. "I must do what I can to atone for it."

"I suddenly realised that marriage would end my career," she broke off the engagement," continued Miss Nichols.

The Marquis de Lignemare was formerly an Attaché at the French working as manager for Miss Nichols he became engaged to her.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

11 to 11.30 a.m.—Commercial news.
11.30 a.m. to 12.30 p.m.—Chinese programme.
12.30 p.m.—European programme.
1.30 p.m.—Weather report.
2 p.m.—Close down.

3 p.m.—European programme of records selected and supplied by Messrs. Tsang Fook & Co. Children's Programme.
5 to 5.30 p.m. (approx.)—
"Dance of the Toy Regiment."—Victor Salon Orchestra.
Songs for Children.—Erna Giles, Soprano.
Songs for Children.—Alice Green, Soprano.
"Wynken, Blynken and Nod" and "The Sugar Plum Tree."—Sally Hamlin-Reading with incidental music.
"Three Billy Goats Gruff" and "The Little Red Hen."—Georgene Faulkner, The Story Lady.
Band Music.

5.30 p.m. (approx.)—
"The National Game"—March and "The Black Horse Troop."—Sousa's Band.
"The Whistler and His Dog" and "The Warbler's Serenade."—Arthur Pryor's Band.
"Trovatore"—Anvil Chorus (Verdi) and "Forge in the Forest."—Arthur Pryor's Band.
"Paganini"—March and "Colossus of Columbia"—March.—Ringing Bros. and Barnum and Bailey's Band.
"It's a Long Way to Tipperary."—Victor Novelty Band.
Vaudeville Music.

6 p.m. (approx.)—
"Kentucky's Way of Sayin' Good Mornin'" and "Tie Me to Your Apron Strings Again."—The Brox Sisters.
"The I'll Be Happy" and "Are You Sorry."—Jack Smith, Whispering Baritone.
"I Married the Bootlegger's Daughter" and "How's Your Folks and My Folks."—The Happiness Boys.
"Keep Your Skirts Down, Mary Ann" and "If I Had a Girl Like You."—Aileen Stanley, Billy Murray.
"My Man is on the Make" and "I've Got It."—Helen Kane, Comedienne.
Chamber Music.

6.30 p.m.—
"Quintet in C Minor" (Schubert)—Budapest String Quartette.
"Chant D'Amour" (Stojowski).—Jan Paderewski, Pianist.
Humoresque (Dvorak)—Mischa Elman, Violinist.
"Ave Maria" (Schubert)—Jascha Heifetz, Violinist.
"Hanon's Blacksmith" (Hanon)—Alfred Cortot, Pianist.
"Adagio" (Bach)—Pablo Casals, Violoncello Solo.

Operatic Gems.
7 p.m.—
"Rigoletto" (Act 3)—Giuseppe De Luca, Baritone.
"Barbiere de Siviglia" (Rossini).—Marion Talley, Soprano.
"Bohemia Girl" (Balle).—Clarence Whitfill, Baritone.
"Carmen" (Bizet)—Maria Joritz, with chorus.
"Carmen—Chanson du Toreador" (Bizet).—Lawrence Tibbett, Baritone.
8 p.m.—Chinese relay from the Kowloon Theatre.
9 p.m.—Weather report.
11 p.m.—Close down.

ADVICE FOR INVESTORS.

READERS are reminded that inquiries relating to the share market are answered on page 12 every Tuesday by "Kufan." Letters should be sent to this office, and must be accompanied by the coupon appearing below, bearing the writer's name and address, not for publication. Letters should be addressed to "Kufan," care of the Editor, "Hong Kong Daily Press."

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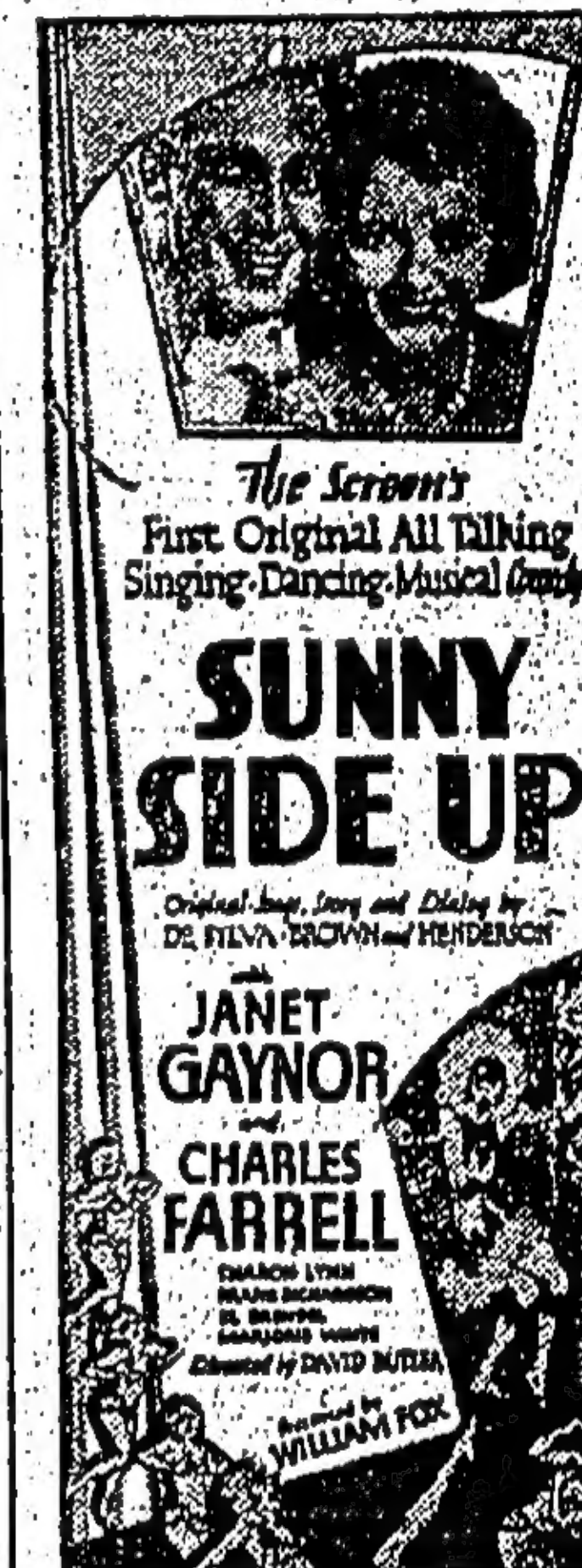
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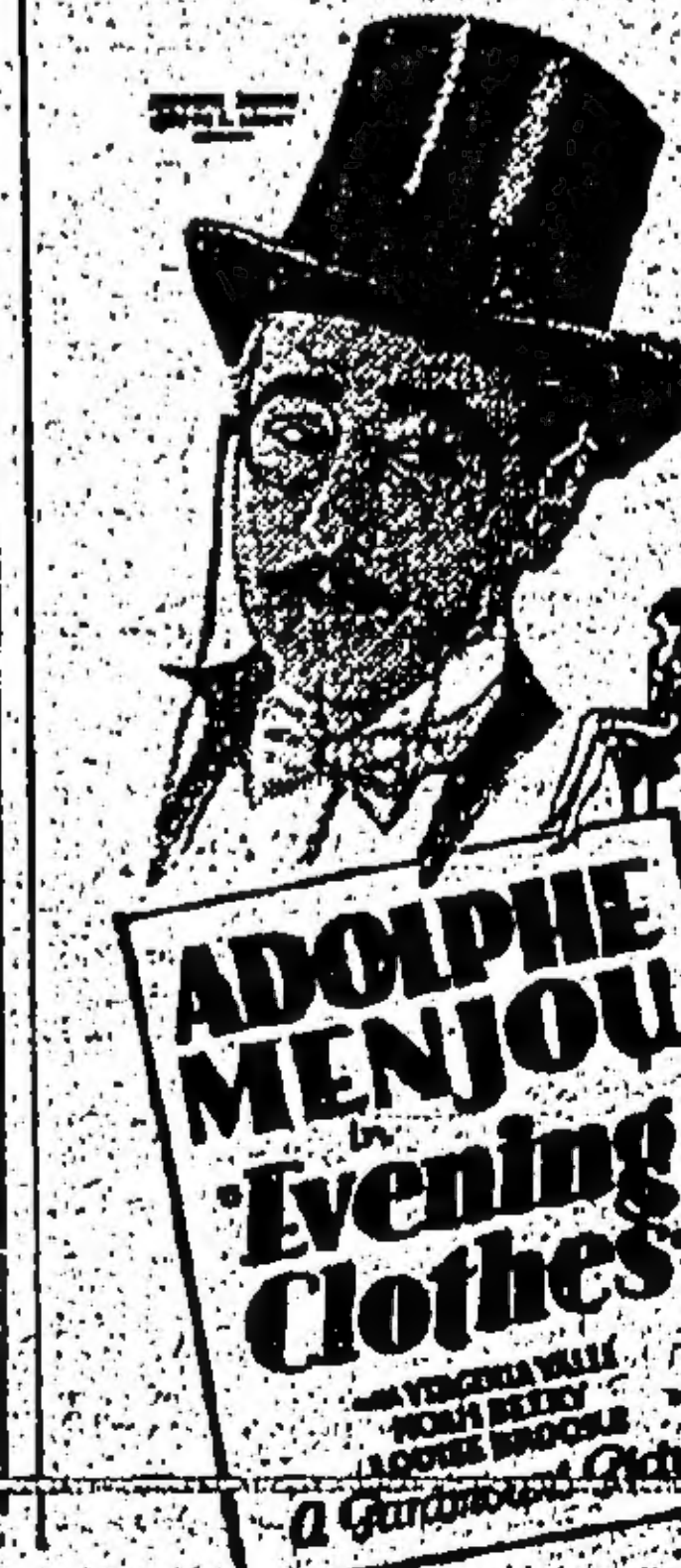


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GIRL OF TWENTY-THREE AS ASTRONOMER.

"OUT TERRIBLY LATE AT
NIGHT."

Miss Violet White, of Clapham
Park, London, comes in late at
night.
She has not been to a dance,
however. She has been studying
the stars at the new observatory at
Mill Hill, where she is the only
student observer.

Miss White, at the age of twenty-
three, is one of the few women
astronomers in the country. She
is an M.Sc. a Fellow of the As-
tronomical Society, and has just
been appointed research assistant
at the Imperial College of Techno-
logy, South Kensington. She won
a scholarship from Clapham Cou-
ple Secondary School to Bedford
College, London.

Miss White's mother is a little
perturbed about the lateness of her
daughter's hours.

"I would not stand in her way,
of course," she confided to a Press
representative, "but I do think as-
tronomy a rather strange career for
a girl. She comes in terribly late
at night, and sometimes she spends
all night at the observatory."
"It also puts her out of touch
with young people of her own age.
All her friends are much older than
herself."

Her Great Ambition.

Her daughter, who is pretty and
dark-haired, and totally unlike any
one's conception of a learned as-
tronomer, merely laughed.

"There is nothing like as-
tronomy," she declared. "I first
took to it partly out of curiosity.
I read books on it while I was at
school, but I had never looked
through a telescope until I went
to Bedford College."

"Then the immensity of the thing
gripped me, and I have studied it
ever since. My great ambition is
to go in for astronomical research,
and one day who knows?—to be
an observer at Greenwich."

It is a long way from the study
of philosophy, architecture,
and archaeology.

(Continued at foot of next column)

FIGHT WITH A GENERAL.

THEN THREE MONTHS IN
HOSPITAL.

A struggle between a General and
his wife and a suspected burglar
was described at Farnham Petty
Sessions last month.

John Claridge, suspect, was com-
mitted for trial at the Central
Criminal Court, charged with en-
tering The Rough, the residence of
Brigadier-General Rudolph George
Jelf, at Camberley, on April 29.

It was stated that as a result of
the struggle with the General, Claridge
had been in hospital over
since.

He limped into court with his
left arm in a sling.
General Jelf stated that he was
aroused at 2.30 a.m., and both he
and his wife went downstairs.
Claridge came out of the larder,
where the silver chest was, and
they struggled. Eventually he got
Claridge on his back and then for
the first time recognised him as a
former manservant.

In the struggle Claridge man-
aged to open the drawing-room win-
dow and get half-way out, but he
(the General) and his wife pre-
vented him. A large fern pot fell
on his wife's foot.

Regrets.

Asked if he had anything to say,
Claridge said: "I want to say
that I am extremely sorry for what
I have done to General and Mrs.
Jelf."

General Jelf said he wished to
express his deep regret at the un-
fortunate effect that the struggle
had on Claridge's arm.

life. I read all the modern fiction
I can get hold of, although the
silly sex squabbling is so con-
cerned with does seem rather petty
after the vastness of the heavens.
"I am not very fond of the
theatre or cinema, but I go fre-
quently to the opera. I am also
keen on sport."

Miss White further confessed that
she was not at all interested in
studying philosophy, architecture,
and archaeology.

WHAT DOES YOUTH WANT?

CHURCH "A LOST LEADER."

CHANCE THE BISHOPS
MISSED.

"To-day the Church admits
that playing games on Sundays
is not necessarily displeasing to
God. It should have said that
twenty-five years ago.

"In thirty years' time the
Church will be quite ready to
demonstrate that birth control is
a desirable and Christian prac-
tice, but who will listen then?"
Further startling comments on
life in 1930 and the Church of
England's attitude to it were made
at the Modern Churchmen's Confer-
ence at Oxford last month.

The remarks quoted above were
from a speech by Dr. C. F. Russell,
who was there was—

"The tragic thing about the
Church of England is that it
never gives its blessing to any
change of outlook until it is too
late to be of any value."

Dr. Russell said that the reason
the Church of England was regard-
ed with a kind of scornful indiffer-
ence was because it had surrendered
any pretension to moral leadership.

Birth Control.

"With regard to birth control,"
he said, "what a chance it was for
the bishops to speak not grudgingly
as they did, but really with en-
thusiasm in support of the subject,
recognising that this thing has come,
that it is one of the discoveries
of modern times which may be thank-
fully accepted and used in the
widest and best way. Instead of
that, until quite recently the
official attitude of the Church has
been supposed to be opposed to it."

The Rev. J. C. Hardwick deliv-
ered a witty and scathing attack on
psychology.

"What we are really waiting
for," he said, "is for post-war
youth to tell us what they are
really out for. For myself, I do
not believe that they know. They
are just resolved at present not
to be too keen about anything.
They say that we older ones have
been duped."

Mr. Hardwick said that there
were new theories according to
which there was neither sense nor
merit in mortifying one's body, and
that the dangers of vice were far
less serious than those of virtue.

Complex Fear.

"If we come to believe," he said,
"that we can only exercise self-
control at the cost of ruining our
mental health, and that traumas,
neuroses, and complexes are the
price paid for morality, we shall be
satisfied to let ourselves drift."

It would be no exaggeration to
say that many people nowadays are
afraid of a repression as they are
of bad drains and contaminated milk.

"Just as the fear of hell frighten-
ed our grandfathers from the paths
of vice, so the fear of a complex
scars us from the paths of virtue."

"Practice, fortunately for us all,
does not follow too closely on the
heels of theory. People who hold
the most extreme views are often
excessively harmless in practice;
the believers in Communism are
fidgety about his change, and the
theoretical free lover is afraid of
his wife."

The First Psychologist.

"When the scientist gets into the
saddle we shall long for the old free
days of Torquemada. The inquisi-
tor of the future will not burn us,
he will experiment upon us; he will
take a man's soul and turn it inside
out. We must not forget that the
first psychologist was the devil—the
father of lies."

Later in his address Mr. Hard-
wick said:—"I do not think that
we have it in us to be creative, but
the rising generation will perform
that role. The spirit is there, and
we shall see its fruit."
"The disintegration of morality,
as it is called, is a sign that things
are moving—that they will never be
the same again, that the knoll has
struck which is at once a passing
bell and a knock of a new age."

"What part is the Church to
play in the creative epoch which
lies ahead? Our bishops have been
talking—what have they said?
They have said more than some of
us expected, but, alas, the leader-
ship, the initiative has passed from
them. They are fighting a rear-
guard action."

CRISIS IN POLAND.

GENERAL STRIKE DECLARED.

Warsaw, Sept. 27.—Political ex-
citement has increased hourly
since the arrest of the well-known
Silesian leader of the opposition,
Korfanty, culminating so far in
the issuing by the joint opposi-
tion parties of a manifesto calling
a three days' general strike in pro-
test against the recent outrages
perpetrated by the Pilsudski Gov-
ernment. A Democratic in-
dependence, said Korfanty, "men
belonging to the opposition."

The manifesto also declares that
this would be the last legal resort
of the opposition in its endeavour
to regain the rights guaranteed by
the constitution. It is feared that
this will lead to very serious de-
velopments, as Marshal Pilsudski
will now most likely throw in the
army against the political opposi-
tion.

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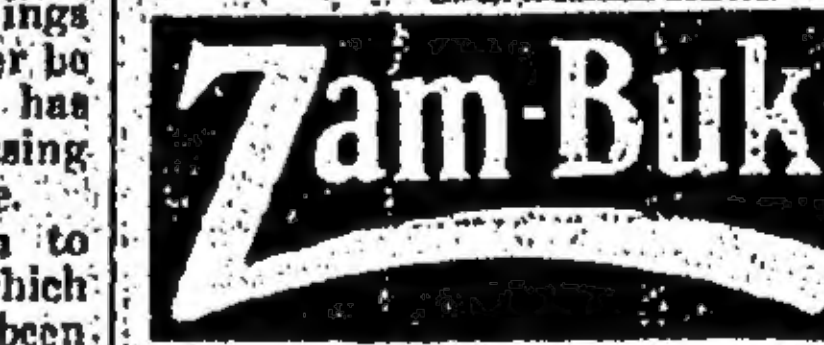
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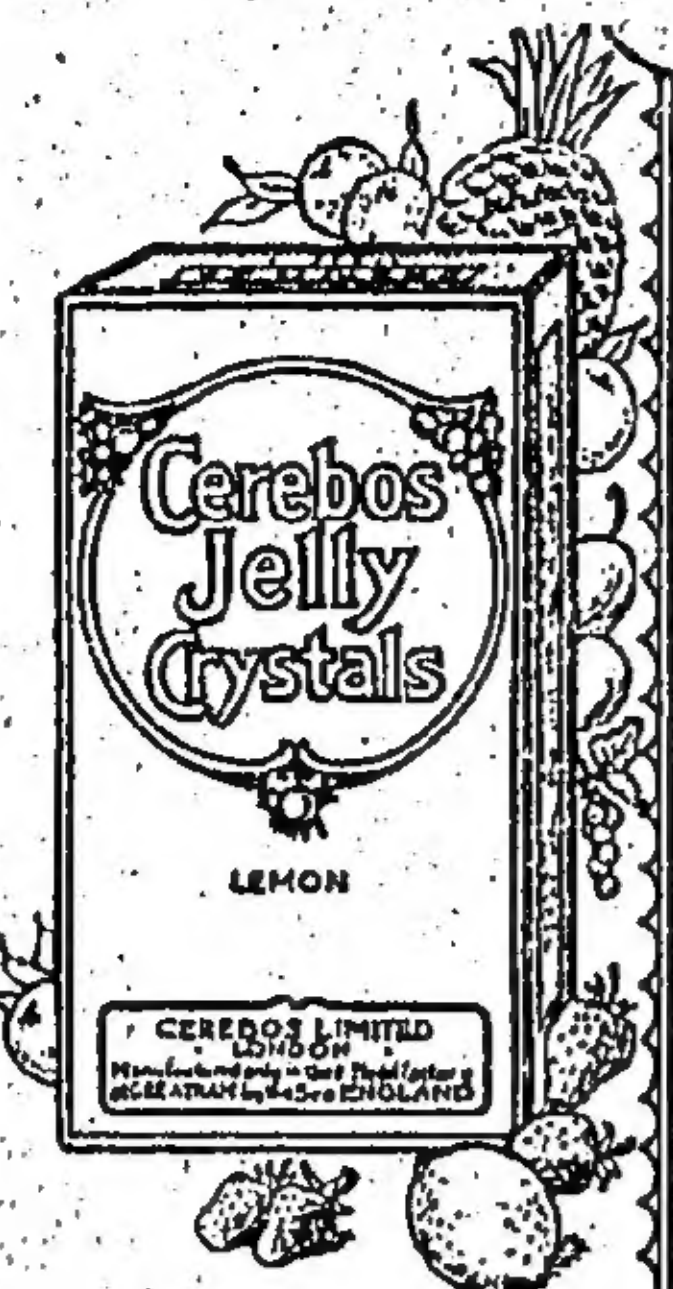
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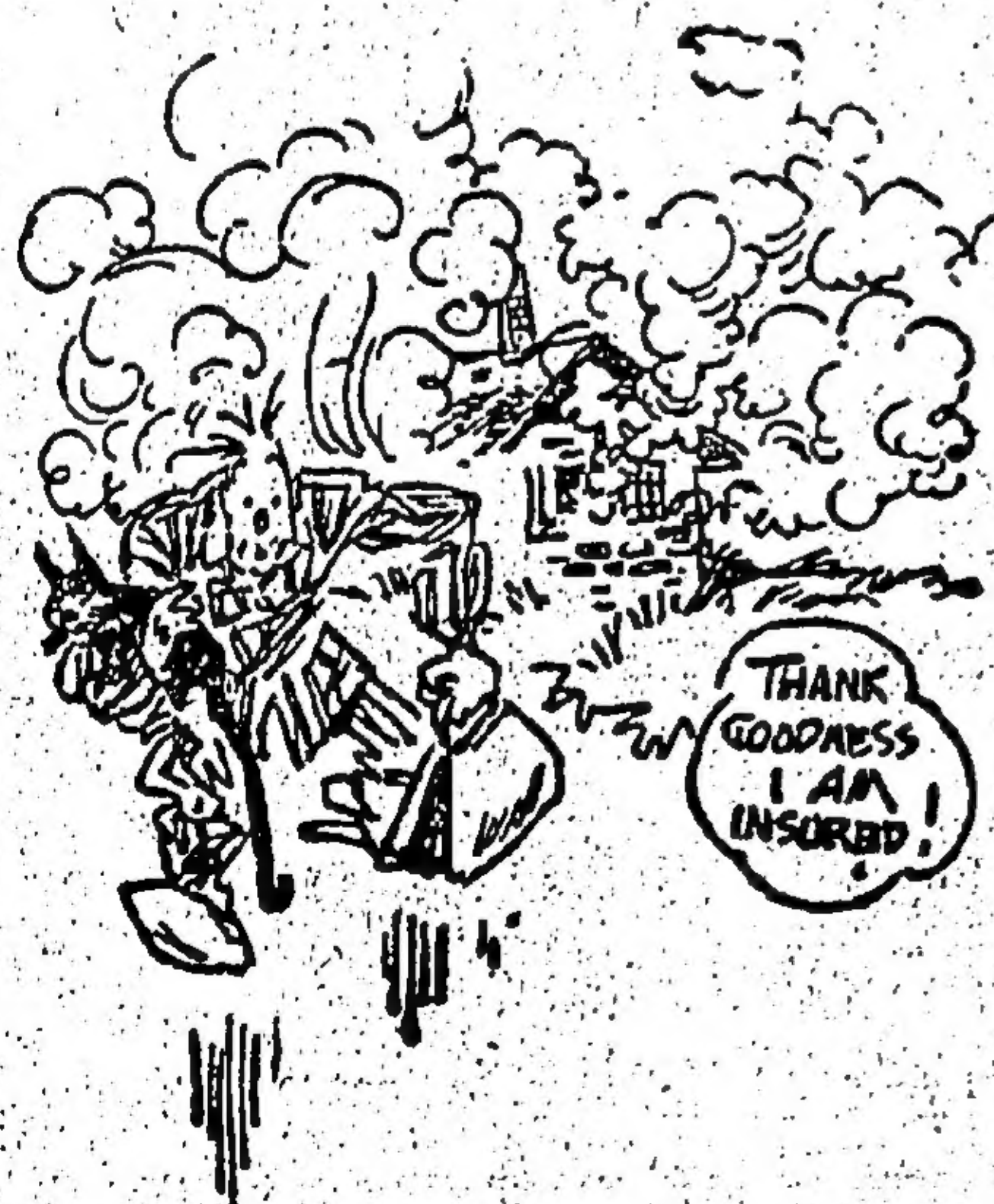
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Among number of women who sought the advice of Mr. Clarke Hall, the Old-Street magistrate, recently, was a young wife who complained that her husband objected to her engaging in a business career, and that she protested against his going out to work. "He had smashed nearly everything in the house. "A husband nowadays cannot stop a wife from doing anything as long as she does not break the law or misconduct herself," declared Mr. Clarke Hall, who, turning to the wife, added, "But, by the way, you are a married woman, are you not?" "Yes, sir, I am," replied the wife. "Then, church!" The Woman: Oh, yes, sir. Mr. Clarke Hall: I suppose you promised to obey your husband?—Yes, sir. Well, it is a matter for your conscience, of course, whether you do or not, but you are legally entitled to go to work if you wish. The applicant left the court smiling.

At a Batorosa, S.W., inquest a witness stated that for 12 months, although she and her husband lived in the same house, they communicated with one another by writing letters. They had not spoken to each other for days. The man was found dead in bed with his throat cut. The Coroner (Mr. Ingleby Oddie) said that it was a story of an unhappily married couple who had been living in very unnatural conditions. The man had evidently taken his own life and lost his life. A verdict of Suicide while of unsound mind was returned.

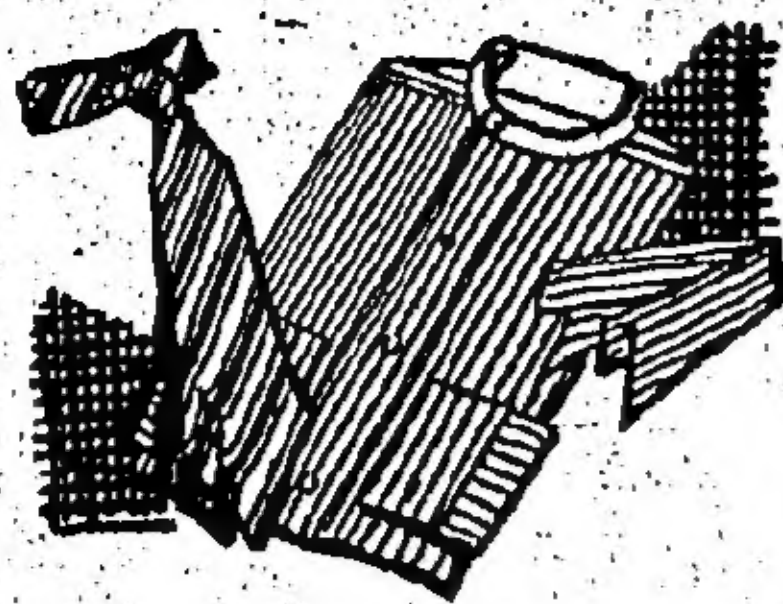


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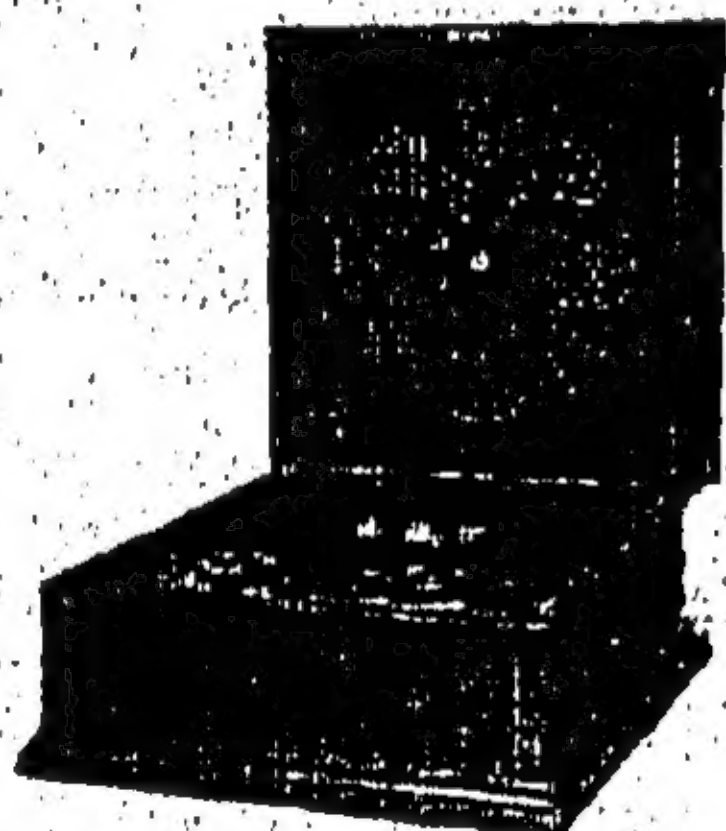
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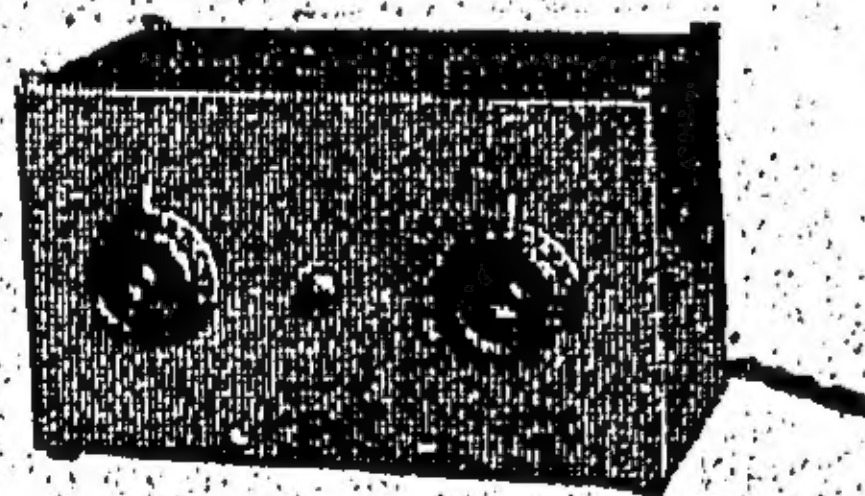
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THE CHURCH AND THE EMPIRE.

ANGLICAN BISHOPS ON "FAMILY LIFE."

SERMON AT ST. JOHN'S CATHEDRAL.

Gal. III. 28. There can be neither Jew nor Greek, there can be neither bond nor free, there can be no male and female: for ye are all one in Christ Jesus.

We have seen how many doors of opportunity have been opened to this generation and that through these doors the Bishops in their Lambeth Letter call us to a great task of witness. First in the abstract world of mind and thought which governs the concrete world of men and things; witnessing to the truth about the Eternal God as He is revealed in Christ and by the Holy Spirit. Secondly in that miniature world, the home, which is in many ways the key position for any future advance. Now, in the third place, they call us to witness in the larger world of human conduct and affairs.

It is good for us occasionally to get our impressions on a broad canvas; to see the magnitude of the task which confronts the Church to-day. Last week we glanced at a moment at the "Evolution of Marriage." That is only one aspect of a process of evolution which has been going on from the beginning; a process which might be called "God working out his purpose with imperfect and often intractable materials." The world has been in existence (the astronomers tell us) for 2,000 million years and can last for another million million years. Civilised man, that is man capable of understanding purposes in relation to the world he lived in, has been on the earth at most 10,000 years. We are thus only in the grey dawn of this earth's day of life. Into this world, almost at its beginning, Christ came—we might say from a study of the conditions, at the earliest possible moment—to reveal the mind of God the Creator. And coming, he did not pass judgment on the particular issues of his time on Roman imperial politics or slavery; but he laid down rather the principles of progress, the main lines along which the human race must run if it were to achieve its destiny.

Nineteen Centuries of Growth.

Nineteen centuries of growth have followed the laying down of those lines. There has been no nation or church that has not compromised and tried to run on other lines. What G. K. Chesterton says is true, that "Christianity has not been tried and found wanting. It has been found difficult and not tried." Nevertheless the world has tried enough to see, as it has, I believe, never seen so clearly before, that Jesus was right. This is what makes at once the opportunity and the responsibility for the Christian churches; and not least for Christians within the British Empire. We cannot forget, nor should we forget, that the Church of England is the state church of a land which has been called to play a greater part in the development of the world than any other. At this very time a group of men representing the governments of nearly one-fifth of the inhabited territory of the globe are meeting in London to consider the future of the British Empire. In a few weeks a round-table conference is to be held to discuss problems affecting one out of every five of the world's inhabitants, the peoples of India.

What then are the principles which Christ laid down and for which the members of his Church in these days should stand? What kind of witness should we give in our dealings with other peoples, and in particular with those who live under the British flag?

First Principles.

Now this is a matter in which we dare not trust our feelings. There is a great deal of unconvincing sentiment talked about international friendship and the duty of fraternising; whereas our natural inclination is often quite the other way. A vast gulf of education and civilisation separates us from those we are asked to like. There will be rare and shining exceptions, but for the most part the differences between us are very real and big. What Christians need is to go back to first principles and the first principle of their faith is the Fatherhood of God. We do not convince the highly cultured citizen of Europe when we introduce him to an Australian aboriginal and say "You two are brothers," but get that man of culture humbly to believe that God is his heavenly Father, and therefore the Father of all men, and you will at least put him on the way to sympathy and the ultimate uplift of the savage. That is where our leaders would have us begin.

"No vague humanitarianism is enough. When men of different races and nations can say 'Our Father,' believing in God who was made visible in Jesus Christ, then a unity begins to be felt which transcends the differences of colour and tradition." And the more we realise this, the more Christians we have only imperfectly realized this family life."

"This family life"—they give us there the keyword to the situation. If we can once grasp the principle that the different races of the world are all members of a family we shall avoid the worst pitfalls in this difficult field. For consider how in a family the problems of living together are dealt with.

A Large Family.

First of all in a large family we expect to find differences—of temperament and endowment. One member has one gift and one another. Although some may have obvious gifts of leadership and intelligence we do not make the mistake of thinking that the more obvious gifts are the only ones. Sometimes the most delicate and unobtrusive leave the greatest mark behind. It has been so with nations. Take for example the question of a country's size and its contribution to the world's good. They are out of all proportion to one another. The little state of Athens, no bigger than an English county, taught the world to think and gave it incomparable sculpture and drama; out of Holland came the great masters of painting; the little land of Palestine gave mankind the Saviour and the Bible. As members of a family we can afford to recognize our differences and put the right value upon them. The Christian ideal is that of a city into which

"every nation can bring its traditions, gifts, experiences, characteristics, knowing that they will be welcomed as treasures contributed by the members of the family to be tested and used for the welfare of the whole. The issue is vital for the future of the world. To fail here would be to leave the door open to racial and national animosities, the outcome of which is too awful to contemplate."

But secondly, and this is the acid test of the family spirit, there are not only differences but definite disputes. There is bound to be occasionally a conflict of interests. Here again we must hold fast to the family method. If disputes there are, they must be settled with an eye to the best interests of the whole. Some measures of discipline may be necessary, and even punishment. If a younger member of a family is stubborn and dangerous he is held in check and even thrashed for his own good. But the idea of inflicting a permanent injury would be scouted as nothing less than criminal. We do not take Tommy out into the garden and shoot him because he is a nuisance! The inevitable result, then, of admitting the principle of the family is to put war out of court. If a race becomes a danger to the world some other means than killing must be found to check the danger.

"The Christian must condemn war not merely because it is wasteful and ruinous, a cause of untold misery, but far more because it is contrary to the will of God." The Conference "affirms that war as a method of settling international disputes is incompatible with the teaching and example of Our Lord Jesus Christ. When nations have solemnly bound themselves by treaty, covenant or pact for the pacific settlement of international disputes (and by far the greater number of the nations have done this) the Conference holds that the Christian Church in every nation should refuse to countenance any war in regard to which the Government of its own country has not declared its willingness to submit the matter in dispute to arbitration or conciliation."

Abolition of War.

Finally Christians are called upon to witness not only negatively, for the abolition of war, but positively, for the welfare of the family. Everything that can be done for the backward or immature race must be done for the sake of the world. "We are accustomed to such a rule of conduct in ordinary home life. It is taken for granted that the parents and older children will make sacrifices for the sake of the younger. Nothing would be more shameful than for the elder children to live in luxury while the younger ones went about in rags, uneducated and underfed. So in the larger world."

"As citizens of God's Kingdom (so runs the challenge of this Letter) 'We are summoned to make war on injustice, falsehood and covetousness within ourselves and in the world around us. Evil social conditions, such as slums or unemployment, are cause of unrest because they are outward and visible signs of inward and spiritual wrong. We dare not acquiesce in them."

It follows too that everything must be done to enable the younger members of the family (younger in point of development) to stand on their own feet. Equal opportunity and impartial justice must be assured. All attempts to exploit a people, with liquor traffic, or the sale of opium, or any other means for private profit should be (Continued on next Column.)

PRESIDENT TO TOUR "WET" AREAS.

REFUSAL TO SHARE IN THE
CONTROVERSY.

[UNITED PRESS.]

Washington, Sept. 30.—President Hoover's speaking engagements during the next few days will require his presence in areas where the prohibition campaigns are at their hottest.

The President has made known that he will not be drawn into the "wet" and "dry" controversy, but will support the Republican candidates regardless of their stand on prohibition.

"Wets" are, however, capitalizing his publicly expressed support of Mr. Dwight Morrow who won the New Jersey primary on a platform calling for repeal of the Eighteenth Amendment.

Mr. Morrow's Resignation.

Col. Henry L. Stimson, Secretary of State, to-day presented to President Hoover the resignation of Mr. Dwight Morrow as Ambassador to Mexico.

Mr. Morrow, probably the most popular incumbent in the history of the post, has just returned to resume his apparently already successful fight for a U.S. Senate seat from the state of New Jersey, where he recently won an overwhelming victory in the Republican primary.

The presentation of the resignation and its acceptance are only routine, as the President has already publicly wished Mr. Morrow success in his election campaign and thereby indicated approval of his course.

condemned. And we might surely add to that all exporting of arms to another country.

People talk sometimes as though the work of the Christian Church was finished; it has only just begun. In the very condemnation of war she has herself (and that only in some sections) but just realised the full extent of her task of witnessing to the ideals of Christ. She shall do "greater things than these." Mankind struggles in the grey light of morning out of the darkness of confusion and the horrors of ignorance and war into the day of the knowledge and love of peace. Who shall lead the way if not those who believe in the Fatherhood of God?



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**COURT MARTIAL ON
H.M.S. TAMAR.****ABLE SEAMEN CONVICTED
OF SERIOUS CHARGE.****12 MONTHS AND DISMISSED
THE SERVICE.**

Sentence of twelve months' imprisonment coupled with dismissal with disgrace from His Majesty's Service was the sentence of the Court when Able Seamen G. H. Woods, formerly of H.M.S. Seraph, was tried and convicted at a Court Martial on board the H.M.S. Tamar yesterday.

Woods was charged with being a party to the commission by Able Seaman W. F. Hobbs, formerly of H.M.S. Seraph, of an indecent assault.

Last week A.B. Hobbs was sentenced in a similar way when convicted of indecent assault, which is alleged to have taken place at the Royal Naval Canteen on the evening of September 1.

The Court was composed of Capt. J. K. Boddam-Wheham, D.S.O., H.M.S. Tarantula (President), and Comdr. P. Butler, H.M.S. Magnolia, Lieut.-Comdr. L. M. Bridge, H.M.S. Tamar, Lieut.-Comdr. S. W. Lushington, H.M.S. Magnolia, and Lieut.-Comdr. H. E. Reid, R.C.M., H.M.S. Sepoy.

Paymaster-Lieut. H. R. Patre, H.M.S. Tamar, officiated as Deputy Judge Advocate.

The prosecutor was Lieut.-Comdr. E. W. B. Sim, H.M.S. Sterling, assisted by Paymaster-Lieut. A. J. V. Chubb, H.M.S. Tamar. Accused's friend was Mr. H. J. Armstrong, assisted by Mr. H. Lowry, Gunner (T), H.M.S. Sterling.

**KUOMINCHUN OFFER TO
SURRENDER.****NANKING PRESSING ON
CHENGCHOW.**

The Kuominchun troops are reported to have offered to surrender to the Government forces. In view of the grave reverse suffered at Kaifeng, Feng Yu Hsiang has entrusted his troops to Lu Chung Lin and has left for Taiyuan to confer with Yen Hsi Shan.

Lu Chung Lin has wired Chiang Kai Shek that his troops are ready to be reorganized by the Central Government, and the Nanking Government is reported to have accepted their offer and has decided to reorganize them into nine divisions.

The Nanking troops have decided to proceed with the war until the Kuominchun have totally surrendered. Following the capture of Kaifeng, Nanking troops are now pressing upon Chengchow, and fighting is raging on the outskirts of the city.

ABERDEEN 'BUS FATALITY.**INQUEST ON BOAT GIRL.**

The inquiry into the circumstances surrounding the death of a Chinese boat-girl who was knocked down by a motor bus in Aberdeen on September 24 was concluded before Mr. R. E. Lindell, at the Central Magistracy yesterday. It was revealed yesterday that the footbrakes of the bus were not in proper order, and in a test undertaken by Traffic Sub-Inspector Saunders the vehicle running at 20 miles an hour stopped 72 feet after the foot brakes had been applied, instead of 30 feet which would have happened if these brakes were in proper working condition.

In view of the conflicting evidence submitted, the jury returned a verdict of "death by misadventure," but added a rider that the bus company should in future test every set of brakes each morning and see that they were in good condition before the vehicles were sent out.

Towards conclusion of the case, Inspector Alexander mentioned that the family of the deceased girl had taken proceedings both against the driver and the bus company.

**IL DUCE'S DAUGHTER IN
HONG KONG.****COUNT AND COUNTESS CIANO
PASSING THROUGH.**

The s.s. Tevere, inaugurating the Lloyd Triestino express mail and passenger service with the Far East, is due to arrive here at 6 a.m. to-day with Count and Countess Ciano as through passengers on board. They are proceeding to Shanghai where the Count will be the Italian Consul-General at that post.

Count Ciano is the son of the daughter of Signor Mussolini, Prime Minister of Italy, while her husband's father is Minister of Communications.

AMBULANCE WORK.**AWARDS PRESENTED BY
H.E. THE GOVERNOR.****THANKS EXPRESSED FOR
VACCINATION WORK.**

Long service medals, medallions and labels were presented by His Excellency the Governor (Sir William Peel, K.B.E., C.M.G.) to the members of St. John Ambulance Brigade on the King's College compound yesterday. There was a large turnout of members of the various divisions, including the nursing section, which were in charge of their respective officers.

After distributing the medals, His Excellency congratulated the recipients, remarking that the earning of the awards showed great industry and keenness, and he hoped that the awards would be an incentive to others.

Speaking of the Corps, His Excellency said that it was part of a very noble order which had done good work over a number of years and the Corps had fully done their part.

His Excellency concluded that on behalf of the Colony he had to express thanks to the Corps for their great work in the cause of vaccination and they were looking forward to utilising their services again in the same direction. He wished the Corps every success.

The following was the list of awards:—

Long Service Medals.

Supdt. Sze Chung (Y.M.C.A. Division) and Supdt. Pun Ping Chung (King's College), long service medals and labels.

Corps Supdt. Chak Tai Kwong (Staff), label.

Victoria Nursing Division.

Medallions: Nursing Sisters Law Yuk Ching, Leung Tang Yak Hing, Lee Fun Yung, Lam Lai Yin.

Labels: Ambulance Officers: Lilian Hoang, Delinda Lopez; Nursing Sisters: Cheung Wai Foon, Chan King Sin, Fok Kum Yung, Hung Lai Kwan.

Y.W.O.A. Division.

Medallion: N.S. Li Wai Kwai.

Labels: A/O Sham Yan Lin, A/O Kwok Yee Wan, N.S. Leung Kong Wai Man, N.S. Wong Yun Lin.

Y.M.C.A. Division.

Medallions: Ptes. Wong Ma Ho, Wong Ma Tai, Chan Sai Lun, Tsang Po Kai, Lau Sui Chuen, Chan Pik Shan, U King Shek, Ho Kang Po, Chan Kang, Chung Ying Lai, Cheung Yan Sung.

Labels: A/O Wong Kam Cheung, Sgt. Chan Wang Fat, Cpl. Lam Shing Yiu, Cpl. Cheung Ho Chee, L/C Li Wai Hon, Pte. Chan Yui Yu, U Kai Cheung, Pang Shiu Kwai.

King's College.

Medallions: Cpl. Chung Yuk Yui, Cpl. Chan Sik Pui, L/C Yuan Yui Kwan, Pte. Wong Yin Shau, Chan Shui Chung, Tam Tak Chuen.

Labels: A/O Chan Man Kai, Sergt. Fung Hoi Shun, Cpl. Chan Sau Ping.

Kowloon Division.

Medallions: Cpl. Yuen Fung Cheong, Pte. Chung Pui Tim.

Labels: Sgt. Chan Ping Kwong, L/Cpls. Wat Sun Chuen, Chan Wai Lam.

Indian Division.

Medallions: Supdt. Abbas el Arculli, Sgt. Barkat Ali Hyder (and label).

Labels: A/O A. H. Rumjahn, A/O M. A. Khan, Sgt. J. Hoosen, L/C A. M. Wahab, L/C M. Y. Adal, L/C T. A. Ali, Pte. M. Farid, A. M. Minu, M. U. Razack, M. Sabhan, M. Mohamed, M. Hoosen, S. M. Rumjahn.

Mongkok Division.

Medallions: Sergt. Yuen Po Hong, Sergt. Wong Lit Kwong, Sergt. Ng Sum Fook, L/Cpl. Chan Sui Lun, Wong Pak Sum, Yeung Wan Fai, Chan Ping Hang, Ptes. Ho Sen, Tam Chak Yin.

Labels: Supdt. Fan Shu Nam, A/O Shi Man Tsun, Sergt. Ip Koon Yin, Cpl. Lai Cheuk Lap.

Shaukiwan Division.

Medallions: Sergt. Chung Yung Ping, Mak Shut Fan, Pte. Chau Man Ying, Chan Chung Yee, Lau Suen, Ko Shu Po.

Railway Division.

Medallions: Lam Heung Wing, Cheng Chung Hang, Lau Hin Fung.

Labels: Supdt. Ivor B. Trevor, Sergts. Fred Winyard, San Poi de Colerston, Ptes. Wan Hau Kong, Tsang Chung, Leung Yat Chui, Lau Kuo, U Po Ying, Chan Yui, L/C Ping Tsan, Leung Ching Yin.

Chi Fan, Lam Hon Cheong, Kun Ngok Sang, Tsang Lam San, Lo Fan San, Kuo U Wah, Chen Chi Kwan, Leung Fan.

CORRESPONDENCE.

[For obvious reasons, the identity of his correspondents must be known to the Editor. All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but as evidence of good faith. Correspondents who do not give this information will not see their letters in print.—Ed.]

**BRITISH BUSINESS
METHODS.**

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—In view of the forthcoming visit of the British Economic Mission to the East, it is interesting to record a British firm's efforts to secure business as against their foreign competitors.

Prices quoted by the firm in question and a foreign competitor are practically the same, though the foreign-made article perhaps has a higher reputation. In the case of the latter firm, the inquiry was referred to agents in Hong Kong. The British firm, however, had no such facilities, but their communication shows a keen desire to secure the business and illustrates that some firms at any rate go further than making a mere quotation.

The firm writes as follows:—"We have not yet had the pleasure of receiving your kind order, and shall be glad to know if there is any further information we can give you. We would welcome any criticisms with regard to prices, etc., as owing to the high cost of British labour and raw material our competitors' prices may be lower than ours. One has to consider that, apart from our competitors' prices being lower, the higher-paid labour always produces, in our experience, the best instruments. If you will be good enough to advise us if competitors' prices are lower we will endeavour to come into line with them, although it may not be profitable to us."—Yours, etc.,

HONG KONG, October 6.

BANDITRY IN KWANGTUNG.**RUTHLESS CAMPAIGN BY
GOVERNMENT.**

A campaign against bandits throughout Kwangtung is being carried out by the garrison troops in the various districts. An order has been issued by the Canton Government to the troops to eradicate the bandits by the end of the year.

In the East River districts, the 62nd Division under General Huang Jen Ping is suppressing lawless elements at Swatow, Chaochow, Chaoan, Muhsien, Lungchuen, Wopang, Wuah, Hingling, Waichow, Hoiyuen, Pokio, Poling, Wailoy, Fungshun, Kityang, Hoiyung and Luklung. These districts are infested by large numbers of bandits and Communists.

The naval forces are dealing with the bandits in the southern districts and Hainan Island, while several regiments have been dispatched to the North River to assist the garrison troops there. Troops have also rushed to assist in the suppression of banditry along the West River.

THE CONFIDENCE TRICK.**CHINESE WOMAN VICTIMISED.**

A Chinese woman living at 321, Portland Street, Yaukai, made a report to the Police to the effect that she had been robbed by highway men operating on the hillside above the University on Sunday.

Since the report was made it was found that the woman was not robbed at all, but had only been a victim of the well-known bank-note confidence trick.

Continual interrogation by the Police resulted in the woman admitting that she was accosted by another woman in Des Voeux Road Central who gave her a small parcel which was said to contain bank-notes, which she (the second woman) wanted to be changed into local currency.

The victim was persuaded to accept the commission, but she was also persuaded to hand over all her personal articles of jewellery (a bangle and a pair of earrings), a \$10 bill and 40 cents, "as security." When she got to the money-changer's and opened the parcel, it was found to contain nothing but waste paper.

At the time of her robbery, she was unwilling to disclose the cause of her loss, she told police officers later that she was the victim of a robbery with violence.

CLAIM FOR \$1,000.**BILL OF SALE ON A
"TROT" CAR.****VALIDITY OF DOCUMENT
QUESTIONED.**

A Fiat two-seater car figured in an action in the Summary Court yesterday before the Puisne Judge (Mr. Justice Jacks) when Mahan Singh sued B. R. Trance for \$1,000. It was alleged that the car was bought on the instalment system, and before full payment had been made it was assigned as security on a loan, and subsequently sold by the purchaser to a third party.

Mr. J. M. D'Almeida Remedios was for plaintiff and Mr. F. C. E. Rendall for the defendant.

In giving the facts of his case, Mr. Remedios said that a man named George Rouvier had left the Colony, and on making inquiries he found that the car had been transferred from Rouvier to the defendant.

Mr. Rendall explained that his client had in his possession a Fiat motor-car, but the bill of sale described it as a "Trot." He asked his Lordship to decide whether the document was a valid one.

The plaintiff gave evidence to prove the bill of sale, and Mr. M. A. da Silva, clerk to Mr. Remedios, said that he drew up the bill of sale. He took the particulars of the car from Rouvier's licence, which described the vehicle as a "Trot."

Youthful Memories.

Mr. Rendall (cross-examining):—We can, I suppose, describe you as a member of the younger generation, who are supposed to be familiar with aeroplanes and motor cars, which we in our youth were not conversant with. Have you ever heard of a "Trot" motor car?—It was the first time I had ever heard of one.

Have you ever read about them in the "Autocar" or any other such periodicals?—I never read those periodicals. I am not interested in them.

After hearing the evidence of a traffic clerk from Central Police Station, who stated that he had made a mistake in entering the trade number as 508 instead of 520, Mr. Rendall submitted that the details given in the bill of sale were not sufficiently specific. He said that within two days his client had received the claim for \$1,000 from the Fiat Company and asked for the return of the car on the ground that Rouvier had only paid \$1,000 towards the purchase price of \$2,500.

His Lordship reserved judgment.

**COUNTERFEIT COINS IN
UMBRELLA.****CHINESE WOMAN SENTENCED.**

Detective Sergeant Meadows appeared for the prosecution when a Chinese woman appeared before Mr. H. R. Butters yesterday on the charge of being in possession of 104 counterfeit coins. She was arrested at Lai Chi Kok Road, near Prince Edward Road.

Chu Fang Ting, the master of the Hang Wo Hing money-changer's shop, said in evidence that the coins were bad as they were light in weight and dark in colour.

A Chinese detective then gave evidence of arrest, saying that after arresting the woman he took her to the Station where they found \$10 in counterfeit pieces. These were hidden in her umbrella, while there were 40 cents in her possession. She tried to get rid of these but was detected.

The woman admitted having had \$10 in her umbrella but denied having tried to get rid of the 40 cents.

After taking further evidence, Mr. Butters convicted the defendant and sentenced her to four months' jail. The money was ordered to be confiscated.

CROWN LAND SALES.

At the Crown Land Office yesterday two lots of land were sold by public auction. The first, Kowloon Inland Lot No. 2209 with an area of about 16,400 sq. feet, was sold to Mr. Siu Peng Ting on behalf of Mr. Chow Man Cho of Messrs. Hazell & Gonella for \$68,000. The upset price was \$30,020. The annual rental is \$178.

The second, Kowloon Inland Lot No. 2210, situated at Prince Edward Road, was sold to Mr. Wan Chiu Wan of the Wing On Co. for \$4,680. The upset price was \$24,650. The land has an area of about 40,300 sq. feet and its annual rental is \$340.

**H.K. PHILHARMONIC
SOCIETY.****NEXT PRODUCTION:
"YEOMEN OF THE GUARD."****NEW OFFICERS ELECTED.**

At the annual meeting of the Hong Kong Philharmonic Society, which was held yesterday at the Cathedral Hall, Mr. C. E. H. Beavis, the Chairman, reviewed the successful working of the past year and mentioned that the Society was able to convert their debit balance into a small credit balance. This happy state of affairs, he said, was due to a great extent to the vigorous efforts of their former President, Professor Brown.

At the election of officers for the present year, Mr. W. E. L. Shenton was unanimously voted President of the Society.

Mr. Beavis said:

Chairman's Speech.

Although the past season has not been without its difficulties, as I learn from our secretary, I think we may congratulate ourselves on having had a successful season for we have converted the debit balance with which we commenced the season into a credit balance.

For this happy result we are certainly indebted to the vigorous efforts of our late President, Professor Brown, to whom I should like to express the thanks of the Society. Professor Brown was an active president and he was instrumental in adding largely to the number of our vice-presidents and I note that we now enjoy the patronage of thirty vice-presidents whose subscriptions form a substantial addition to our funds. It was also during Professor Brown's presidency that the wise step was taken of increasing the subscriptions from \$2 to \$3.

Our production of "The Goisha" was, I understand, not an easy matter but its success was undoubtedly, for though from a financial point of view the result showed a loss, yet the expense of production was heavy, as appears from the accounts.

For the success achieved our thanks are due to all who assisted in various capacities. I would like particularly to express our warmest thanks to Mrs. G. Hunt, our hon. producer. Our acknowledgments are also due to those firms who so generously augmented our funds by their contributions for advertisements in the programme. I hope we may look for their continued support in our next production.

For our activities for the coming season the choice has fallen upon Gilbert & Sullivan's opera "The Yeomen of the Guard." The selection of this opera was to some extent influenced by its comparatively low cost of production as compared with other operas and musical comedies which were considered. Until the Society is better endowed with funds the range of choice must naturally be limited by the prime consideration of the cost of production.

We are fortunate in having been able to secure the services of Mr. F. Mason as hon. conductor for the production of "The Yeomen of the Guard," and I sincerely hope that this connection may long continue.

Proposed by the Chairman, the report and accounts were duly seconded and passed unanimously.

The Officers.

The following officers were elected to serve during the present year:—President: Mr. W. E. L. Shenton. Hon. Conductor: Mr. F. Mason, A.R.C.O., L.T.C.I.

Hon. Producer: Mr. R. R. Davies. Hon. Secretary: Mr. H. J. Best. Hon. Treasurer: Mr. F. S. W. Smith.

Members of Committee: Mrs. W. M. Richards, Mrs. J. Shaw, Mr. A. E. Stone, Mr. J. S. Baldwin.

The meeting terminated with a vote of thanks to Mr. Beavis for presiding.

**COLONIAL TREASURER'S
MEMORANDUM.****A CORRECTION.**

The following correction in the estimated financial position for 1930 has been made in the Colonial Treasurer's Memorandum, the full text of which appeared in our issue of last Friday:—

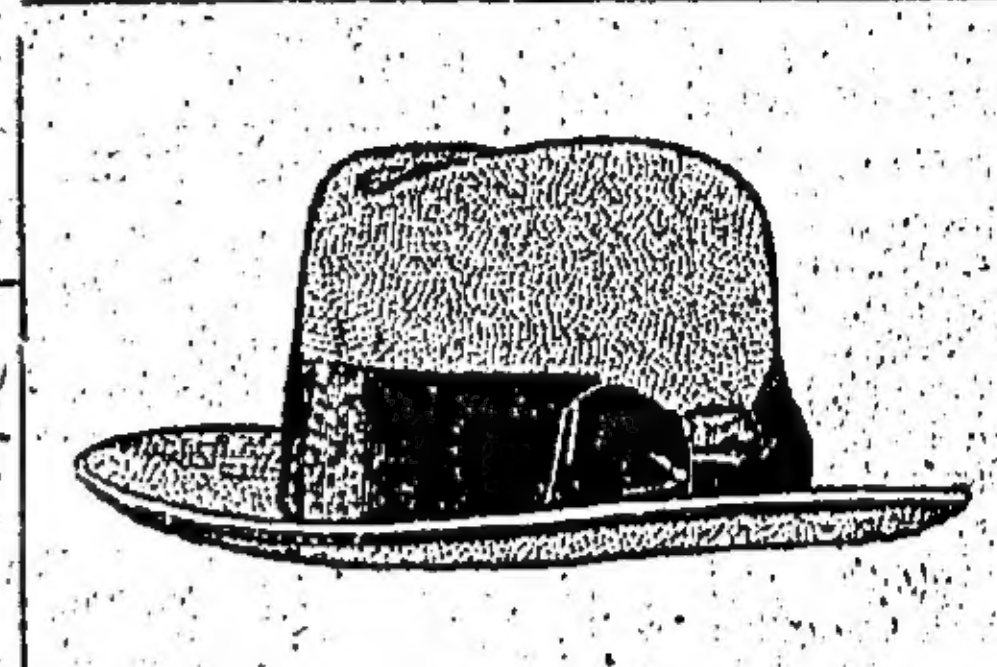
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|----------------------------------|--------------|
| Estimated balance of assets 1930 | \$ 5,425,351 |
| Estimated revenue 1931 | 27,489,769 |
| Total | \$32,915,110 |
| Estimated expenditure 1931 | 30,787,505 |
| Balance | \$ 2,127,605 |

**GLYN'S HATS
FOR MEN.**

EVERY "GLYN" HAT possesses that little extra that makes the difference in hat value over other makes, no matter whether it is a hat at \$19.50 or higher price—the difference is discernible.

K
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SOFT FELTS in Grey, Drab, Fawn, Brown, etc., with the Smart Set brim or Snap edge. Lined or Unlined.



THE

WORLD

Stocked in Soft Felts, Bowlers, Tweed Hats, Tweed Caps, Double Terris and Silk Hats.

O
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R

Call and let us demonstrate them to you—we know they will be of interest.

Other qualities \$12.50, \$15.50.

Sole Agents:

Wm. POWELL, Ltd.

10, Ice House Street.

**COLUMBIA
ENGLISH PORTABLES****THE BEST
PORTABLE
GRAMOPHONE
IN THE WORLD.**

MODELS IN RED, BROWN AND BLACK.



The Anderson Music Co., Ltd.

IDEAL WEDDING PRESENTS

Crystal Service in Matched Patterns Sparkling against a Background of Snowy Linen—what could be more attractive?



Our range includes:—

Vases, Bowls, Decanters, Nut bowls, Whisky bottles, Scent sprays, Vinegar bottles, Liqueur bottles, Salt Cellars, Butter dishes, Jugs, Celery holders, etc.



LANE, CRAWFORD, LTD.

(GLASSWARE DEPARTMENT)

NEW ADVERTISEMENTS

BANK HOLIDAY.

IN Accordance with Ordinance No. 7 of 1930, the EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on FRIDAY, 10th of OCTOBER (ANNIVERSARY of the CHINESE REPUBLIC).

Hong Kong, 6th October, 1930. [9859]

HONG KONG RIFLE LEAGUE.

THE ANNUAL MEETING will be held in the Office of the HONG KONG FOOTBALL ASSOCIATION, PRINCE BANK BUILDING, 4TH FLOOR, on 10th OCTOBER, 1930, at 5.30 P.M.

BUSINESS:—

- 1.—To read and confirm minutes of Last General Meeting.
- 2.—To adopt Statement of Accounts.
- 3.—Election of Officers for ensuing Year.
- 4.—Discussion on re-formation of Hong Kong Rifle Association and Site for proposed New Range.
- 5.—Any other Business.

All who are interested in Rifle Shooting are specially invited. [9844]

HONG KONG CRICKET CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING will be held at the PAVILION on TUESDAY, the 14th OCTOBER, 1930, at 5.30 P.M.

NOTICE IS HEREBY GIVEN that on TUESDAY, the 14th OCTOBER, 1930, immediately after the holding of the GENERAL MEETING, A DRAWING for the REDEMPTION of THIRTY (30) DEBENTURES will be held.

The Numbers of the Debentures Drawn will be published in the Hong Kong Government Gazette and the Local Newspapers, and Holders of Drawn Debentures may, upon giving Notice to the TREASURERS, waiving the six Months' Notice to which they are entitled, apply on the 31st OCTOBER, 1930, to the respective Messrs. Fraser, Smith, & Farnham, for Payment of the Principal and Interest to the 31st OCTOBER, 1930.

By Order of the Committee,

L. S. GREENHILL,

Hon. Secretary.

Hong Kong, 6th October, 1930. [9940]

NOTICE.

THE KAI TAK LAND INVESTMENT COMPANY, LIMITED (In Liquidation)

CERTIFICATE No. 17 Shares Nos. 2172-2503 and Certificate No. 169 Shares Nos. 2522-2593 of the above Company registered in the Name of TSE YAM CHI have been declared LOST and if at the Expiration of One Month from the Date hereof this said Certificates are not produced to the Undersigned they will be deemed Cancelled.

TSE & HODGSON,
Solicitors for the Liquidators. [9943]

G. E.

PUBLIC WORKS DEPARTMENT.

IT IS HEREBY NOTIFIED that SEALED TENDERS in Triplicate, which should be clearly marked "TENDER FOR STORES" will be received at the COLONIAL SECRETARY'S OFFICE until NOON of THURSDAY, the 23rd DAY of OCTOBER, 1930, for the SUPPLY and DELIVERY of STORES required by Government Departments during the Year 1931.

For Specifications and Forms of Tender apply at the Office of SUPERINTENDENT ACCOUNTS and STORES, PUBLIC WORKS DEPARTMENT, from whom further Particulars may be had on application.

The Government does not bind itself to accept the Lowest or any Tender and reserves to itself the option of accepting FOR ALL OR ANY PART of Each Specification.

HAROLD T. GREASY,

Director of Public Works.

3rd October, 1930. [9941]

FANLING HUNT & RACE CLUB.

REMINDER.

ENTRIES for the MEETING, OCTOBER 19th, CLOSE at NOON, on TUESDAY, OCTOBER 7th, to Messrs. THOMSON & Co., YORK BUILDINGS. [9880]

FOR SALE.

BRICK BUILDING, Good as New, Only 18 Months, 5 ft. x 3 ft. Can be seen by appointment at owners flat in Kowloon. Address: "OWNER," care of Hong Kong Daily Press. [9950]

It never varies!!

Dewar's

"White Label"

Finest

Scotch Whisky

of great age.

Sole Agents:—

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

'PHONE 20616.

ESTABLISHED 1841.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.35 p.m., stated:—
A belt of high pressure extends from the Yangtze Valley to the Benin. There are indications of a typhoon forming to the east of Yap. Local Forecast:—E. winds, moderate; fine.

BIRTHS.

ANDREWS.—On September 29, at Shanghai, to Mr. and Mrs. A. E. J. ANDREWS, a daughter (Miss Gladys ANDREWS).
PETER.—On September 29, at Shanghai, to Mr. and Mrs. R. W. PETER, a son.
TULLOCH.—On October 1, at Shanghai, to Mr. and Mrs. J. W. W. TULLOCH, a son.

DEATHS.

GUTIERREZ.—On September 30, at Shanghai, MARIA LEOPOLDINA BARRERO GUTIERREZ, aged 83, mother of Mrs. E. E. ENCANACAO and F. X. B. GUTIERREZ.
FOY.—On September 30, at Shanghai, MATTHIAS FOY, aged 103 years, second son of Capt. and Mrs. M. FOY.

ACKNOWLEDGMENT.

The family of the late MARIA DAS DORES NORONHA BRITO PEREIRA desire to thank most sincerely their friends and relatives for sending wreaths and letters of condolence, in their recent bereavement and also for attending the funeral. [9942]

Editorial and Business Offices: 11, Ice House Street. Tel. 30251.
Night Editor (Wanchai Office): Tel. 24511.
London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, OCTOBER 7, 1930.

BRITAIN'S BITTER LOSS.

Disaster has once again overtaken Britain's patient and expensive efforts to solve the problem of airship transportation. This latest tragedy, and the most ghastly of the many, has involved the loss of about fifty lives, among them several men who were world-famous as authorities on aeronautical affairs.

It is just twelve months since the R.101, the largest airship ever built, made her first flight. Passing over London on this trip, her appearance was greeted with admiration and tremendous enthusiasm. She represented "the last word" in airship construction.

For eight years Britain had had no airships. Construction came to an end in 1921, when the R.38, which cost half a million sterling to build, was destroyed when only two months old, and with the loss of many lives. Much controversy followed regarding the relative merits of airships and airplanes, but in 1924 the decision was reached to make another attempt to ascertain whether an airship could be designed which would be not only swift but safe. The building of the R.101 and R.100 was the direct result of this decision.

Unknown Altitude.
The fact that the R.101 has so soon met with disaster does not necessarily mean that the problem of airship transport is still unsolved. Very fortunately it happens that among the sadly small number of survivors is a man who was actually in the navigation-cabin at the time of the accident.

This survivor, in fact, appears to have been in charge of the ship, and from the brief but graphic story cabled by Reuters, it seems to be quite clear that the R.101 was in precisely the position of a disabled steamship passing through dangerous and uncharted waters in bad weather.

Mr. LEACH says he had "no idea" as to the altitude at which he was navigating, but evidently felt intuitively that the airship was getting perilously near the ground. She was labouring heavily in a terrific storm, exactly like a ship refusing to answer her helm. "Full speed ahead" was ordered in a desperate effort to

beat the waves. The vessel to a higher and safer altitude, but her nose dipped twice and then violently struck the top of a small hill.

An Important Witness.

What followed was as inevitable as the foundering of a liner whose hull has been ripped in half by an iceberg. Whether the explosion occurred before or after the airship touched the ground is a question of great importance to the expert. To the layman the main point of interest is the knowledge that the R.101 was actually flying so low that she struck a hill just as a steamship would hit a hidden reef. The fact that Mr. LEACH is among the few survivors of this terrible disaster is of the greatest importance. His evidence, more than that of any other man, will enable the experts gradually to piece together the essential facts without which some very faulty deductions might be drawn.

Safety Before Speed.
When the R.101 made her first trip it was said that on the success of her trials would depend the future of British airship development as a commercial proposition. Should any disaster take place, airship construction for long-distance services would be finally abandoned in Great Britain. It will be interesting to see whether this forecast is fulfilled. The designers of the R.101 made safety the first consideration, and airships have several dangers to contend with. Explosion and fire are two obvious perils, and these, it was believed, were successfully dealt with—though of course, the possibility of collision with a hill would never have been taken into account. But the R.101 was designed to meet all reasonable strains and conditions, including the effects of those vertical gusts of air which suddenly impose a tremendous strain upon one small part of the framework which may be incapable of bearing it. An American airship met disaster in this way, the air-pressure upon the fractured frame being estimated at 500 tons per foot! Another danger arising from an airship being caught in a vertical gust is the sudden expansion and contraction of gas, as a result of rapid ascent and descent.

During the Great War a Zeppelin was thrown up for a distance of 3,000 feet in sixty seconds, and the U.S. airship Shenandoah on one occasion dropped 1,000 feet in the same brief period. These violent movements, coming without the slightest warning may cause disaster not because the framework fails to hold, but from the explosion of gas-chambers due to the rapid expansion or contraction of their contents at the varying altitudes.

In guarding against such dangers the designers of the R.101 had the advantage of much practical experience and of five years' research and experiment. In fact, so safe was the vessel made that speed was sacrificed, and she proved a slower ship than had been hoped for. But if not fast, it was believed she would be safe under all the conditions anticipated on the run from England across Egypt and the Persian Gulf to India.

Amazing Stability.
When the R.100 made her recent trip from England to Canada and back, the public mind was greatly reassured regarding both the safety and comfort of airship travel. The vessel rode steadily all the way, without rolling or pitching, except for an uncomfortable but brief spell of very bad weather over the St. Lawrence. An example of the astounding steadiness of an airship in fine weather is given by the fact that a glass of water, set on a table when the R.100 left Montreal, had not spilled a drop when she arrived at her base at Cardington, England! With only five of her six engines running, she made the homeward crossing in 57 hours, in spite of the fact that a zig-zag course was made in order to follow the line of least resistance—fine weather.

Where Airships Fail.
Of the possibility of airship travel there is, of course, no doubt. The world cruise of the Graf Zeppelin, and the trans-Atlantic trips of that craft and of Britain's sister-ship to the R.101, have shown clearly enough that airships can be built capable of performing long voyages, but whether they can be

maintained on regular services as a practical commercial proposition is quite another matter. Travel facilities must be more than safe. They must be regular, and they must be cheap, and it is on these points that—up to the present—airships have failed to make good. It had been hoped that the R.101, running for six months between England and India, would enable definite data to be worked out concerning both costs and regularity. Until that information is available, the airship will remain more of a curiosity—an astounding example of man's ingenuity—than as a serious rival to the steamship.

The terrible tragedy in France provides no final answer to the question whether airship travel can ever be more than a luxury. The R.101 was as safe and sturdy as any such craft is expected to be. She met with disaster, not as a result of structural weakness or mechanical defect, but as the result of a collision. That accident, according to the evidence of Mr. LEACH, who was "on the bridge," appears to have been due to one thing, and one thing only. The navigator did not know at what height above the ground his vessel was moving. When that amazing fact is explained, we shall know how it came about that the finest aircraft yet built in any country met destruction and carried fifty men to death by "flying blind" in bad weather.

The ocean-going motor-ships completed at British yards in August reached the record figure of fourteen, totalling 90,000 tons gross. Nine more were built abroad, making 23 in all, of 150,000 tons gross. During the same period motor-vessels of 100,000 tons were contracted for, but unfortunately not one of the orders came to British yards.

Against this only one or two steamers appear to have been contracted for during the month, either by British or foreign owners. From present indications it would seem that when a revival occurs in the demand for cargo and passenger tonnage motor-vessels will have an even greater preference than before.

On the 12th anniversary of Afghan independence the King Nazir received telegrams from Presidents Doumergue and Hindenburg, Mustapha Kemal and Riza Shah.

Statistics published in Berlin show that the number of motor cars and motor cycles in Germany has under the pressure of the economic situation in the year ending June 30, last, more slowly increased than in former years. Passenger cars increased by 63,000 to 501,254 whereas in the preceding year the increase was nearly 69,000. Trucks total 187,438 or 13,480 more than on July 1, 1929, motor cycles of the bigger type number 422,185 and the lighter ones 309,052 with an increase of 122,895 for both types together whereas in the preceding year the increase was 170,000.

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★ News and Views ★

Holownski, the leader of the Ukrainian movement in Eastern Galicia met with the not unusual fate of being shot "while attempting to escape from custody" according to an official Polish communiqué. Another announcement says that the Polish Communist deputy Zarak, despite his parliamentary immunity, has been sentenced to eight years' hard labour for spreading doctrines "likely to endanger the security of the Polish state." Both announcements have caused a big sensation in Polish political circles.

At last Wednesday's meeting of the new Austrian Cabinet under Chancellor Vaugoin decided to hold general elections on November 3.

The Vossische Zeitung reports from Teheran that the paper's special correspondent, the well-known journalist Wolfgang von Weizel, and the German painter Blum were arrested by the Persian authorities in Kurdistan on the suspicion of being the Colonel Lawrence of Arabia and his companion. They were arrested on September 11, but released only on September 27 on their arrival at Teheran whither they had been conveyed under military escort. As both were well-known at the German Legation there was no difficulty of getting their identity certified.

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BRITISH LADIES
SHOT.TROOPS ATTACK BANDITS'
HEADQUARTERS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Oct. 6.
Reuter's correspondent at Kienning states that on September 17 the go-between left the Communist headquarters in North Fukien for Kienning to make final arrangements with the British Consul, Mr. Martin, about the ransom for the Misses Harrison and Nettleton.

Ransom Arrived Too Late!

Chinese troops on September 20 attacked the Communist headquarters, whereupon the Communists, falsely asserting that the go-between had treacherously instigated the attack, shot the hostages.

The go-between returned to the Communist camp on September 23 with the ransom, only to learn that he was too late.

The go-between has now been detained by the Communists.

WAR HERO'S FLIGHT TO
AUSTRALIA.ATTEMPT ON HINKLER'S
RECORD.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 5.
Flight-Lieut. C. W. Hill started from Lympne aerodrome this morning in a Moth machine on a flight to Australia to visit his parents in Queensland.

He hopes to beat Bert Hinkler's time.

Hill was the hero of a dramatic escape from a Turkish prison camp during the war, after feigning madness.

Day and Night Piloting.

LONDON, Oct. 5.

Another attempt on the Australian flight record held by Bert Hinkler began at Croydon this morning.

Flying Officer Chabot and Major Pickthorne, alternately piloting a Puss Moth machine day and night, hope to reach Australia in a week.

NEW RUNNING RECORD.

FRENCH ATHLETE'S FINE
PERFORMANCE.

[THROUGH REUTER'S AGENCY.]

PARIS, Oct. 5.
The French runner, Ludomeque, covered 1,800 metres flat in 3 min. 40.1/2 secs., thus beating the world's record of 3 min. 51 sec. established by Dr. Otto Piltner, the German runner, at Charlottenburg in 1926.

FOREIGNERS LEAVING
CHANGSHA.EVACUATION OF CITY
DURING WINTER.

Hankow, September 30.—It is reliably learnt that the Anglo-American community in Changsha are contemplating evacuating the city as soon as the water level on the Siang River is four feet lower than at present, in view of the possibility of the repetition of Communist menace there.

Nearly 40 American and British residents in Changsha, with the exception of those foreigners in the army, Customs service and missionaries, are said to be considering evacuating during the winter season, when the water on the river usually low, thereby practically blocking river navigation.

EUROPE A PREY TO
DICTATORS.DOOMY FUTURE BEFORE
REPUBLICANISM.

Osage, France, September 29.—In speech at the Radical Party's congress today the chairman, M. Daladier, referring to affairs in Europe said:

"I remember the famous prediction made in 1830: 'After 100 years Europe will be completely Republican. This is very far from reality.'"

"Tendency to dictatorship is becoming more marked. After Italy, Germany, Hungary, and Poland, it is now threatening Spain and Africa and the British Empire."

GERMAN PLANE
DISASTER.PILOT, MECHANIC AND
PASSENGERS KILLED.

[THROUGH REUTER'S AGENCY.]

BERLIN, Oct. 6.
A Luft Hansa passenger aeroplane from Berlin to Vienna crashed near Dresden.

All the occupants, the pilot, mechanic and seven passengers, were killed.

This is the most serious aeroplane accident that has ever happened in Germany.

LATER.

The machine was a single-engine 13-seater Messer-Schmidt type.

Shanghai Resident a Passenger.

The aeroplane was preparing to land at the Dresden aerodrome when it crashed on a slight hill and smashed the occupants instantly.

Mr. P. W. Blackwell, an Englishman from Shanghai, was a passenger.

CASTLE CLAIMED BY
SQUATTERS.

FAMILY DEFY A CITY.

Members of a family named Law have pitched a camp in the grounds of Lauriston Castle, at Cramond, near Edinburgh, to draw attention to the claim that they are the rightful inheritors to the castle and estate, said to be worth £30,000.

The castle is the property of the Scottish nation.

The Laws declare that they will occupy the camp in relays until Edinburgh Corporation, as trustees of the estate, are forced to resort to legal proceedings to test the claim.

There are thirty-three claimants, thirteen of whom live in the Sundevland area. They state that they have in their possession all the papers necessary to establish their claim.

One of the most prominent is Mr. John Law, aged seventy-seven. He and other members of the family have made a long investigation into the history of the castle and its early owners.

Missing Documents.

In 1923 they thought they were on the eve of success, but it was pointed out that certain documents were missing.

Since then the search for documentary evidence has continued, and it is now asserted that the papers are complete.

Another claimant is Mr. Henry Lauriston, an elderly miner, of Marsden Colliery, Durham.

The family is descended from James Law, who, in 1615, was Archbishop of Glasgow. Mary Queen of Scots, it is stated, was connected with the Laws by blood ties.

The claimants are not moved by the romance and glamour of the ancient castle. They want the £30,000 which it is believed to be worth.

Lauriston was the early home of John Law (1671-1729), a financial genius, who had a meteoric and disastrous career.

He founded the first bank in France, and involved that country deeply in his wild Mississippi scheme.

The castle was given to Scotland by its last private occupier, the late Mr. W. T. Reid.

Legal Advice.

One of the Sunderland claimants said to a reporter that the family had been legally advised that to claim was absolutely sound.

"We are all descended," he said, "from James Law, the Archbishop of Glasgow. He was the ancestor of the first Marquis of Lauriston, whose estates became alienated at the rebellion of 1745."

"David Law, the heir, fled with the Earl of Perth over the border. They reached County Durham, and were befriended by miners, who hid them in coal pits for some time."

"Subsequently David Law married a Sunderland coalman's daughter and was drowned a year later. His posthumous son, David, worked as a blacksmith at Harton; near South Shields, and was repeatedly urged by Sir Walter Scott to claim his father's inheritance, but he preferred to remain at the anvil. We are the lineal descendants of the blacksmith."

GRAPHIC ACCOUNTS OF AIRSHIP DISASTER.

BRITISH AIR CONQUEROR STRIKES LOW-LYING HILLTOP.

WORLD DEPLORES LOSS OF HEROIC PIONEERS.

[THROUGH REUTER'S AGENCY.]

Imperial Conference's Resolution
of Sympathy.

LONDON, Oct. 6.

An Imperial Conference communiqué states that a resolution was moved by Mr. Bennett, Premier of Canada, and seconded by Mr. Scullin, Premier of Australia, recording their sorrow at the loss of the R.101, paying homage to the gallant men who had given their lives as pioneers in the cause of human progress, expressing their heartfelt grief with the bereaved relatives, and offering their deep sympathy with "our Chairman" at the loss of a distinguished colleague and well-beloved friend.

Discrepancy in Casualty Figures.

The Air Ministry, London, state that the discrepancy in the casualty figures cabled from Beauvais and those issued by the Air Ministry is possibly due to the fact that the French figures were based on the statements of the survivors, who were probably without an exact knowledge of the number of people aboard the airship.

Three Missing.

The Air Ministry announces that the Air Council propose to arrange a public enquiry into the loss of the R.101, to be held in Britain, subject to co-ordination with the arrangements being made by the French Government.

It is understood that the bodies of the victims of the R.101 disaster are being brought to Great Britain by warship as soon as possible.

The bodies are now lying in a chapel ardente, in the village of Allonne.

It is hoped if possible to identify at least some of the bodies to-day.

At nine o'clock last night the oil tanks were still burning, casting a sinister gloom over the wreckage during a downfall of rain.

Scene Reminiscent of Wartime.

The scene was reminiscent of wartime, the mounted troops being lit up by the grim blaze and slithered in mud around the wreck to the accompaniment of the drone of the lorries bringing material for relief.

Nation Mourning.

While the whole nation is plunged into mourning for the R.101's gallant dead, and now that the first stunning effects of the news are beginning to pass off, one of the questions taking form in the minds of the public is, "Are lighter than air craft practicable?"

Press Tributes.

The morning papers one and all unite in paying tribute to the skill and heroism of the gallant pioneer crew who met their deaths in the air being voiced whether airships generally are not by this disaster shown to be too vulnerable.

Simultaneously the newspapers demand a most searching public enquiry, not only into the disaster, but into the whole question of heavier than air craft.

Wireless Operators' Prayer— and Escape.

A most vivid story of frantic efforts with teeth and nails to tear through the fabric of the blazing airship is told by the wireless operator, Disley. He said that he was lying in his bunk when he saw a sudden tremendous burst of flame. He rushed into the corridor and attacked the fabric in an effort to escape, but the fabric resisted all efforts of his teeth and nails.

"I sank down exhausted and offered up a prayer. I believed my fate was sealed, when suddenly I felt something give way, and I fell into what seemed a raging tornado of fire. I felt something wet. It was the wet grass, and I got out just in time."

Collection of Information.

LONDON, Oct. 5.

Sir John Salmond, Chief of the Air Staff, accompanied by Air Commodore F. V. Holt, Director of Technical Development, flew this morning to the scene of the disaster of the R.101. A party of nine experts, including Squadron Leader Sir S. Booth, Captain of the R.100, flew over from Croydon to France later to assist in the collection of information in regard to the circumstances of the accident.

Another Victim.

BEAUVAIS, Oct. 6.

The rigger, Radcliffe, one of the injured survivors of the R.101 disaster, died at Beauvais this morning.

World Grieved by the Tragedy.

Hearts throughout the world have been gripped by the tragedy.

Universal Sympathy.

Messages of sympathy are pouring in from throughout the world. Typical of these messages, a French newspaper, in the course of a leading article, exclaims: "These are not foreigners but brothers whom blind chance has sacrificed upon the altar of progress."

Another remarks that the catastrophe has added to the long roll of British heroes who have met a glorious end on French soil.

The United States Secretary of the Navy, Mr. Adams, sent a message to the First Lord of the Admiralty deploring the loss of pioneers who were animated by a determination to conquer the air until comparative safety could be achieved.

The American newspapers comment as upon a national disaster. They dwell on the setback to digible progress, as the R.101 was accounted as the very type designed to ride out successfully adverse weather such as caused her downfall.

BEAUVAIS, Oct. 5.

The eighth survivor is a rigger named Church.

It is stated in the local hospital that none of the eight survivors' lives is in danger.

Leach, Binks and Bell, who left hospital after being bandaged, returned later and are now fast asleep.

Forty-seven Bodies Recovered.

Hitherto 47 bodies have been recovered, of which only 15 are likely to be identifiable.

It has now been ascertained that when the disaster occurred only 12 men were engaged in navigating the R.101, all the others being asleep.

Tragic Suddenness of Catastrophe.

The tragic suddenness of the catastrophe is shown by the discovery in the engine room of one engineer, almost incinerated, still clutching a spanner.

A French eye-witness said that when the airship was burning he could see the bodies in the cabin, "like twisted lumps of burned cheese."

Union Jack Survives Fire.

The half-burned Union Jack, still fluttering at the stern of the R.101, was removed this afternoon and handed to the British Military Attaché.

Batches of coffins are arriving and the bodies are being most carefully placed in them. Some are so shrivelled that they can fit children's coffins.

The crowd of spectators is ever growing, and dozens of aeroplanes are flying overhead.

When the R.101 passed over Beauvais she was very low and the engines, being very noisy, woke everybody and frightened the children.

Airship Drifted Sideways.

A terrific wind was blowing and the airship seemed to be drifting sideways. She disappeared behind the rising ground to the south and an instant later a crash shook the houses of Beauvais four miles from the scene of the accident to their foundations. Then a ghastly yellow glare shone in the sky for five minutes.

In connection with the question as to whether the R.101 was damaged before the disaster, it is noteworthy that a quantity of the airship fabric was picked up two miles from the wreck.

Statements from the survivors show that the airship dipped twice before finally falling to the earth from a height of about 1,000 feet when flying at about 55 miles an hour. She crashed nose first.

One thousand feet was the height above Beauvais when the airship's altimeter, but the spot where she crashed is over 700 feet above the sea, so that the airship was last flying under 300 feet high.

Flames Sweep Envelope From End
to End.

An explosion followed and she immediately burst into flames, which swept the envelope from end to end.

Undoubtedly it was the hydrogen gas and not the heavy oil fuel which exploded, the gas valves, which were found blown out from the wreck.

Homage to the Glorious Dead.

Sir John Salmond and Colonel Bone, the British Air Attaché in Paris, visited Mairie village, Allonne, and paid homage to the dead, whose coffins were laid on stretchers covered with sheets and decked with wreaths.

Identification Impossible.

A number of coffins were opened, but identification so far is impossible.

The British Air Ministry representative states officially that 47 bodies have been recovered and three are still missing.

It is noteworthy that the authorities are basing their searches for the victims on the very positive statements of the survivors that there were 58 men aboard the R.101 when she left Croydon.

The Air Ministry's representative has officially stated that the cause of the disaster is not yet definitely ascertainable, but there is every reason to suppose that no explosion occurred until the airship touched the ground.

Germany's Sympathy.

BERLIN, Oct. 5.

The Government sent a message of warm sympathy with the British Government on the loss of the R.101.

The Executive Committee of the Socialist Party sent a message from the Labour Party sympathising with the British Government in the loss of one of its most brilliant Ministers.

Dr. Eckner, who learned of the catastrophe at Leipzig, where the Graf Zeppelin landed in the course of her flight, was very shocked, as he had many personal friends among the victims.

Dr. Eckner and other German airship experts express the opinion that the British airships are rather heavy.

France Observes Day of National Mourning.

PARIS, Oct. 6.

The Prime Minister, M. Tardieu, has decided that to-morrow shall be observed as a day of national mourning for the R.101 disaster.

Instructions have been telegraphed to all civil and military authorities to fly the national flag at half-mast.

M. Tardieu will attend the removal of the bodies of the victims from the Town Hall at Beauvais at 11 o'clock this morning.

Anglo-French Enquiry.

An official enquiry into the R.101 disaster will be jointly carried out by the British and French experts.

Graphic Account by Survivors.

A survivor, Leach, gave a graphic story in which he said that he was in the navigation cabin when the airship was overtaken by a terrible storm at Beauvais. She appeared to be pitching dangerously and made headway very slowly. He had no idea at what height he was navigating, and had to resist the force of the wind with all his might.

Then the airship began to feel the weight of the rain and respond badly to the motors, which he ordered to be driven at full speed, in order to try and obtain an altitude.

Collision With Hilltop.

Suddenly the disaster occurred, and the nose of the airship, after dipping twice, violently struck the top of a small hill. A terrible explosion followed and everything began to blaze. Hurling himself against the cabin wall, and smashing it with anything that came to hand, he managed to make an opening and dashed through the flames. Binks and Bell also had a very dramatic escape. They thought their last moment had come when the reserve water tank overhead burst and drenched them and they were hurled out unburned.

According to survivors, the R.101 carried 58 persons, thus the casualty list is 47 dead and eight injured. This leaves three missing.

(Continued on next column.)

LABOUR PARTY
CONFERENCE.WHAT A MINORITY
GOVERNMENT MEANS.

[THROUGH REUTER'S AGENCY.]

LONDON, Oct. 6.

Miss Susan Lawrence, presiding at the annual conference of the Labour Party at Llandudno, said that a minority Government meant leaping from one hairbreadth escape into another, steering a Bill through Parliament tacking against a head wind to the accompaniment of much advice from the jetties, and, "most galling of all, it meant dependence upon doubtful and uncertain allies."

As regards the House of Lords, Miss Susan Lawrence predicted that the Labour Party sooner or later would have to take up this great constitutional question.

[BRITISH WIRELESS SERVICE.]

Smoking Debris.

ROCHESTER, Oct. 5.

The airship was passing over the village of Allonne, just outside Beauvais, in a heavy storm. She seems to have struck hilly ground. There was one or more violent explosions and the airship sank to the ground in a sheet of flame.

Assistance came promptly from villagers and from the Beauvais police, military officers and doctors hurrying to the scene.

Parts of the airship had been scattered in all directions and the debris continued to smoke until mid-day to-day.

The few survivors were quickly hurried to hospital, and this morning the bodies of 46 victims, many unidentifiable, were collected.

The clothes had been burnt off most of them, but some bodies were identified by their rings and watches, among them being that of Lord Thomson.

To-day the French Air Minister, M. Laurent Eynac, and other French officials, were early on the scene.

The cause of the disaster cannot at the moment be definitely stated.

Air Chief Marshal Sir John Salmond, Chief of Air Staff, with Air Commodore Holt, Director of Technical Development, and other officials, flew over this morning to assist at the invitation of the French authorities in the collection of information.

It appears, however, that although bad weather with heavy storms was encountered by the airship, all went well until shortly before the disaster. Apparently the last direct messages received in Britain from the airship were sent to Croydon Aerodrome.

Airship Receives Assistance from
Croydon.

Shortly after midnight the R.101 said:—"Thanks for valuable assistance. Will not require you further to-night." Croydon replied: "Still remaining on watch." Two hours later came an inquiry for position and Croydon worked out that the airship was then about one kilometre south of Beauvais. Within a very few minutes the disaster must have happened.

The news that the R.101 was afloat was told Croydon by Le Bourget.

Progress reports received from the airship during the flight recorded that moderate rain was encountered over London at 9 p.m. and that the course was set via Paris, Toulouse, and Barbonne. When Hastings was reached it was raining hard and a strong south-west wind was encountered. The height had been increased and a cruising speed of 54 knots maintained. The ship was said to be behaving well generally.

The French coast was crossed at St. Quentin, and the wind was then 35 miles per hour, with the airship flying at 1,500 feet. The last report stated that after an excellent supper the passengers had smoked their final cigars and, having looked at the French coast, had gone to bed while the crew kept routine with the essential services functioning satisfactorily.

(Continued on next column.)

BRAZIL IN THROES
OF REVOLUTION.OUTBREAKS REPORTED
FROM VARIOUS STATES.

[REUTER'S AMERICAN SERVICE.]

New York, Oct. 5.

Brazil is reported to be in the throes of a revolution, practically the whole of the State of Rio Grande do Sul having revolted against the Government.

Outbreaks are also reported from other states.

The whole of the Federal military force is expected to side against the Central Government.

The movement, apparently, is directed against the President and the President-Elect (Julio Prestes), whose opponents assert that he was fraudulently elected.

Plot to Assassinate Cabinet
Members.

New York, Oct. 6.

A message from Havana states that a plot is reported to have been discovered to assassinate high Government officials, including the members of the Machado Cabinet.

The alleged leader of the conspiracy has been arrested.

A quantity of bombs and arms has been seized.

Martial Law.

New York, Oct. 5.

A message from Rio de Janeiro states that the Brazilian Chamber of Deputies has passed a resolution enforcing martial law in the three States, Rio Grande do Sul, Minas Geraes, and Parahyba, where revolutions are reported.

Cavalry Barracks Surrendered.

BUENOS AIRES, Oct. 5.

News from Brazil is being strictly censored.

A crowd of rioters at Santana are reported to have captured a General and several officers of the Federal forces in an hotel.

They then surrounded the cavalry barracks, which surrendered after one officer had been killed and three men hurt.

RIO DE JANEIRO, Oct. 5.

It is officially stated that the Governments of the States of Rio Grande do Sul and Minas Geraes are supporting and directing the revolutionary disturbances.

The Federal Government has asked Congress, besides voting martial law in these States, also to vote the credits necessary for rapid suppression of the movement.

The disaster has cast a gloom over the whole country and especially over Bedford, where many of the airship personnel, including Sir Sefton Branker, resided. Innumerable messages of sympathy have been received from all over the world.

Prime Minister's Message of
Sympathy.

The Prime Minister in a message, said he was "grieved beyond words at the loss of so many splendid men whose sacrifice has been added to that glorious list of Englishmen who have gone into the unknown as pioneers and pathfinders and have met death."

Lord Thomson was Air Minister in both Labour Administrations. He retired from the Army with the rank of Brigadier General. At one time during the war he was a member of the Supreme War Council.

Sir Sefton Branker had been Director of Civil Aviation for eight years, having earned great distinction during the war as an Air Commander and an Organiser. Wing-Commander Colmore was the Director of Airship Development and was responsible for all airship services. He travelled to Canada and back recently in the R.100.

Major Scott in 1910 commanded the R.34 on its flight to and from the United States and also travelled to Canada in the R.100.

Squadron Leader Johnston had previously navigated the R.100 on her Canadian trip. The bodies were this afternoon placed in coffins and taken to Allonne, which was transformed into a chapel ardente. The walls were draped with the British and French flags and a religious service was held.

Sports News

CRICKET NOTES.

FRIENDLY MATCHES OVER THE WEEK-END.

A. A. RUMJAHN SCORES SEASON'S FIRST CENTURY.

[By "L.B.W."]

Three friendly games were played in the second division last Saturday; two batsmen topped the half-century mark, and the bowlers also came to the fore.

C. F. Alexander, the Police left-hand all-rounder, was in great form with the bat. He took 70 not out out of the Kowloon Cricket Club bowlers in a fine knock and it was chiefly due to this that the Police won by three wickets.

I notice that Jex turned out for the Kowloon seconds, and if he is going to play for them throughout the season, he will indeed strengthen the side considerably. For in addition to being a good wicket-keeper, he ought to be able to get some runs against the second division bowlers. He plays a very steady game—too steady at times, but if he does get going he brings off some really pretty shots. F. S. W. Smith also turned out for them but I understood he will go up to the first eleven where he ought to be quite successful. I believe he will get more runs than he will take wickets because with all respect to him his type of bowling will not, I fear, prove dangerous to first division batsmen.

B. G. Baker, of the Police, started the season well by taking six wickets for 43 runs. He would do better, I think, if he did not take such a long run. I remember he started the last season in great style but fell off towards the end. That was because the brunt of the attack fell on his shoulders and it is suicidal to overwork a fast bowler.

King and Sparrow did not turn out on Saturday, but I hope they will play again when the Police league programme opens. The former has been one of their mainstays ever since I can remember and even now his slowness should get him quite a crop of wickets. Thompson played a few games for them too last season but I understand that while they still have the majority of the "old brigade," the Police are depending on several new men to help them win the shield this season.

The Indian Recreation Club failed to get going against the Engineers with the result that they were all out for just a little over a hundred. Harrison took six wickets for 38 runs but though he did send down a few good ones, he wasn't really as deadly as his figures might lead one to imagine.

However, the Engineers went in to bat and they had about one and three quarter hours to get the runs but the bowling and fielding of the home team was too good and they had only just collected 50 runs when the last wicket fell. Sirdar Khan, the veteran bowler, was in irresistible form, and his five wickets for seven runs was the result of a fine piece of bowling.

The two Normanbays—"A.T." and "B.T."—were the heroes of the University-R.A.S.C. match. The latter rattled up 58 runs in grand style and after his side were all out for 144 runs, "A.T." took five wickets for 28 runs, and the Service Corps were all out for 68 runs.

I saw him bowling about two weeks ago and I must say he has improved enormously. Last season he was quite a decent bowler but now he has changed into a dangerous one—one with whom nobody ought to take any chances; I reckon he should take quite a few wickets during the season.

There will be quite a few matches during the week-end, and I presume I haven't got all the fixture cards yet as I cannot say for certain. The Civil Service Cricket Club and XI will be at home to the Somerset N.C.O.'s and Men, while the Indian seconds will take on the Police at Sookunpoo.

By the way I must congratulate A. A. Rumjahn on scoring the first century of his career. He did this in an inter-club match on the I.L.C. ground on Sunday. Going in first, he was still not out for 100 runs when the innings was declared closed at 181 for 7 wickets.

FANLING GOLF.

F. GROVES QUALIFIES FOR CAPTAIN'S CUP.

In the October qualifying round for the Captain's Cup, played at Fanling during the week-end, F. Groves qualified with a score of 70 (82-12). There were 40 entries, and other scores included:—

| | |
|---------------|----------|
| M. G. Mills | 84-9-73 |
| R. Young | 80-7-73 |
| T. Low | 86-13-73 |
| D. Forbes | 82-9-73 |
| W. M. Thomson | 77-3-74 |
| I. Newton | 81-8-75 |
| C. E. Holmes | 83-8-75 |
| A. O. Brown | 80-14-75 |
| S. J. H. Fox | 88-12-75 |
| E. Des Vaux | 80-12-77 |

AMATEUR OPEN GOLF CHAMPIONSHIP.

KEEN COMPETITION FOR MANY PRIZES EXPECTED.

Many valuable prizes will be competed for in this year's play for the Amateur Open Golf Championship of China. Competition is expected to be keener than has previously been the case.

In addition to the Championship Cup, which is a "floating" trophy and which the winner is entitled to hold for one year, a special prize in the form of a "Dunlop Cup" has been presented for competition by Messrs. Dunlop Rubber Co. (China), Ltd. The runner-up in the play for both these trophies will receive another handsome prize in the form of a "Luna Park Trophy," which has been presented by the Greyhound Racing Club.

The third, fourth, fifth, and sixth next best scores will each receive one dozen New Dunlop golf balls, and the seventh, eighth, ninth, and tenth half a dozen balls of the same make.

The players returning the best individual rounds at Seokling and Lungjiao will each receive special prizes of one dozen Dunlop golf balls.

Messrs. Boyes, Bassett & Co. will present a special prize to the first Briton (other than Scotsman), Scots will have an attraction of their own in the shape of a prize offered by "Old Bill."

Arrangements for a special prize for the first American are in the hands of Mr. Wentworth, and Mr. Takata is making similar arrangements for the first Japanese.

It is regretted by all concerned with the organization of the Championship that Mr. Pilcher has died. Mr. Malcolm, who is in hospital, and Mr. Bowling, who met with an accident while playing Polo last week, will, it is hoped, be fit enough to compete.

ARRESTED IN ERROR.

WOMAN FOUR HOURS IN THE CELLS.

A chance meeting near the Marble Arch had embarrassing consequences for John Frederick Stride, a wholesale tobacconist, a designer and cutter, also of Shoreditch.

They appeared before the Marylebone magistrate recently charged with being in unlawful possession of a woman's dressing gown, two pieces of silk dress material, two pieces of easement cloth, etc., but the charge was withdrawn, a detective stating that it was their own property. The magistrate apologised to them for their arrest.

When interviewed Mr. Stride said he had no statement to make at present as to whether he was taking any further steps in the matter. He is a wholesale tobacconist with an interest in catering businesses in the district, and is well-known and respected in the locality. He is a married man.

At the home of Mrs. Kemble, a war widow, the circumstances were related by her mother. "Being neighbours," she said, "my daughter and Mr. Stride sometimes speak to each other when they meet. They happened to meet near the Marble Arch on Friday evening. My daughter was coming away from her work as a designer and cutter with a bundle of materials under her arm.

"While they were talking they were approached by two detectives, who took them to the police station. My daughter was kept in the cells from 10.30 p.m. until 3 a.m., when a friend bailed her out.

"She occupies a good position in West End house, where she has lived for over 25 years.

"I had a shock when a policeman called at 2.30 a.m. and said my daughter had been arrested."

U.S. BASEBALL.

WORLD SERIES.

ATHLETICS BEAT CARDINALS BY 5 TO 2.

[UNITED PRESS.]

Philadelphia, Oct. 1.—Connie Mack's world champion Athletics blitzed the way toward retention of their premier honour when they took the opening game of the 1930 World Series from the St. Louis Cardinals to-day by a score of 5 to 2.

First to score, with one run, in the second inning, the Mackmen fell behind only once during the game when the Cardinals made their sole two runs in a lively first half of the third. In the fourth inning the Athletics made another run, tying the score, and they took one run in the sixth, one in the seventh and a fifth and final in the eighth.

Excitement was lent by two homers, both credited to the Athletics, the first being from the bat of Foxx in the second inning and the other by Simmons in the fourth—the first two talks made by the Philadelphia team.

President Hoover was a guest of honour and thousands, cheered as he tossed the ball to the pitcher's box to open the series officially. Mrs. Hoover was present, having elected to attend the annual convention of the Girl Scouts of America, of which she is Honorary Vice-President.

Batteries were Grove and Cochrane for the Athletics and Grimes and Mancuso for the Cardinals. There were no substitutions through the game except that in the ninth inning Cuccinelli batted for Grimes—going out ignominiously on a foul to the catcher.

Sentiment had favoured the Athletics before the game and it is now even heavier in that direction, with predictions of a four-game series being freely made, and little St. Louis money in evidence.

An inning by inning account of to-day's game follows:

First Inning.

President Hoover tossed the ball to the pitcher's box and the game started at 1.33 p.m.

Cardinals—Douthit, Cardinal centre-fielder, was the first man to bat and he hit a grounder which was retrieved by Bishop at second base and put him out. Adams fanned and Frisch likewise grounded out, Bishop to Foxx.

No runs, no hits, no errors.

Athletics—Bishop, husky second baseman, fanned, Dykes hit the ball accidentally without intending to strike at it and Bottomley, at first base, ran in and put him out unassisted. Cochrane walked on four balls but was put out by Mancuso (catcher) and Frisch (second base) while trying to steal second.

No runs, no hits, no errors.

Second Inning.

Cardinals—Bottomley fanned. Haefy hit a four ball which was gathered in by Dykes at third base for a second out. Blades fanned to retire the side in jig time.

No runs, no hits, no errors.

Athletics—Simmons fanned a grounder to the pitcher's box and Frisch, third base out at first base. (The hard-hitting Foxx stopped up to the plate and walloped the first hit of the game, a two-bagger. Blades in right field fumbled the ball and Foxx went on to third with the official scorer ruling that it was a triple.

Miller sacrificed to Blades and Foxx crossed the plate with the initial tally: Haefy fanned to Haefy.

One run, one hit, no errors.

Third Inning.

Cardinals—Mancuso made a single. Gilbert likewise singled and Mancuso went on to second base. Grimes to Foxx who threw to Bishop who was covering Foxx's first base. Bishop dropped the ball but the scorer ruled it was Grimes' single rather than Bishop's error.

Doughtit made a sacrifice hit to Haefy, centre-fielder, and Mancuso crossed the plate with the first Cardinal score. Adams sacrificed to Miller and Gilbert scored a second tally. Frisch was out, Grove to Foxx. Grimes going on safely to third base. Bottomley was out on a fly to Boley.

Two runs, four hits, no errors.

Athletics—Dykes, second base, fanned. Cochrane, catcher; Simmons, left field; Foxx, first base; Miller, right field; Haefy, centre field; Boley, shortstop; Grove, pitcher.

No runs, no hits, no errors.

Fourth Inning.

Cardinals—Haefy fanned out to Haefy in centre field. Blades walked for four bad balls and walked to first. Mancuso lined out to Simmons in left field, while Blades held to first base safely. When Gilbert hit a single Blades travelled on to second base, but Grimes fanned and retired the side scoreless.

No runs, one hit, no errors.

Athletics—Dykes grounded out, Adams at third base whipping the ball across the diamond to Bottomley. Cochrane fanned to Blades in right field.

Interest had relaxed when Simmons walked to the plate and suddenly electrified the spectators by stepping into a home run whack over the right-field fence.

Foxx fanned.

One run, one hit, no errors.

Fifth Inning.

Cardinals—Doughtit popped up a fly which Boley at shortstop caught in without difficulty. Adams fanned out to Simmons in left field. Frisch hit a double when Miller, in right field, misjudged, but Bottomley retired the side by grounding out to Foxx.

No runs, one hit, no errors.

Athletics—Miller was out on a grounder which Gilbert at shortstop shot over to Bottomley. Haefy hit a similar one, Gilbert to Bottomley. Boley was out, Adams to Bottomley.

No runs, no hits, no errors.

Sixth Inning.

Cardinals—Haefy grounded to Boley at shortstop and was out at first base. Blades duplicated his performance and was likewise out, Boley to Foxx. Mancuso fanned to Miller in right field.

No runs, two hits, no errors.

Athletics—Grove fanned. Bishop took four bad ones and walked to first base. Dykes walloped a long double to left field and it scored Bishop. Cochrane fanned. Simmons was purposely walked, Grimes, who remembered his home run at his last time to bat, but Foxx retired the side by three strikes.

One run, one hit, no errors.

Seventh Inning.

Cardinals—Gilbert knocked a grounder to Dykes at third, who whipped it to Foxx for the put-out. Grimes singled to right field. Doughtit forced Grimes and he was put out when caught between Boley, shortstop, and Bishop, second base. Adams singled and Doughtit went to second base but Frisch knocked a line drive into Miller's mit and retired the side.

No runs, two hits, no errors.

Athletics—Miller put up a pop fly which Adams Cardinal third baseman, scurried over and gathered in behind the pitcher's box. Haefy stepped into a screaming triple over first base on a line to the fence. Boley sacrificed, scoring Haefy, Grove was out, Frisch to Bottomley.

One run, one hit, no errors.

Eighth Inning.

Cardinals—Bottomley went out on Bishop's throw to Foxx. Haefy hit a double through Boley at shortstop. Blades fanned out to Haefy in centre field while Mancuso fouled out and Cochrane, catcher, caught the ball put him out and retired the side scoreless.

No runs, one hit, no errors.

Athletics—Bishop hit to Frisch at second, who tossed the ball to Bottomley for the out. Dykes was out, Gilbert to Bottomley.

Then came the second home run of the game, Cochrane whaling the ball over the right field fence.

Simmons was out, Gilbert to Bottomley.

One run, one hit, no errors.

Ninth Inning.

Cardinals—Gilbert fanned. Cuccinelli, batting for Grimes, fouled into the catcher's glove. Doughtit knocked up a pop fly which was gathered in by Boley at shortstop.

Final score:

Athletics—5 runs, 5 hits, no errors.

Cardinals—2 runs, 9 hits, no errors.

The Rival Teams.

Official lineups for the first World Series baseball game were as follows:

Cardinals—Douthit, centre field; Adams, third base; Frisch, second base; Bottomley, first base; Haefy, left field; Blades, right field; Gilbert, shortstop; Mancuso, catcher; Grimes, pitcher.

Athletics—Bishop, second base; Dykes, third base; Cochrane, catcher; Simmons, left field; Foxx, first base; Miller, right field; Haefy, centre field; Boley, shortstop; Grove, pitcher.

PHILADELPHIA DEFEATED BY ST. LOUIS.

[AMERICAN SERVICE.]

New York, Oct. 6. The baseball match between St. Louis and Philadelphia resulted in a win for the former by 5 to 1.

SECRETS OF LONDON STOCK EXCHANGE.

HOW SHARE DEALING IS HAMPERED.

"DISGRACE TO CITY."

To enlarge and adapt their premises to modern needs has been the chief concern of the banks, insurance companies, and other big business houses during the past few years, and when the Old Lady of Threadneedle Street has completed her toilet and emerged a modern miss, Londoners may feel with pride that their big business concerns, are decently housed and fit to cope with any development that may arise.

There is one exception—the London Stock Exchange, the pulse of the financial world. Camouflaged behind a shell of drab offices on its island site, it is unapproachable to all but its members, who are content for the British public to imagine that all is well, and that its organisation is sufficient to the needs of to-day.

The truth is that the Stock Exchange is at least twenty years behind the times.

Stockbroking is a business that calls for speed and accuracy; prices fluctuate within the space of seconds, and the public who submit their capital, and in many cases their life savings, to its care, naturally expect that every facility will be afforded them.

The floor of the House, as it is called, stretches from the Chapel entrance to the Old Broad-street wall, and from New-court to the back of the post office in Threadneedle-street, and is roofed by two domes supported by several massive marble pillars that use up valuable floor space.

The jobbers or dealers select a section of the floor in the market in which they propose to act, Consol, Rubber, Kaffir, the confines of the market, by the way, are entirely unmarked, and this spot becomes their traditional pitch.

They have to stand here throughout the day, and an idea of the congestion may be gathered from the study of a Press photograph of the "street market" during the last Wall-street crisis. Conditions within the House are exactly the same.

Wasted Minutes.

The broker, after receiving his client's orders, makes his way to the Exchange, and, relying on his memory as to the pitch of the dealer he wants, has to jostle his way through the densely packed crowd of members and clerks. If the price is not satisfactory he has to fight his way round the market and waste, at the very least, ten valuable minutes in the proceeding.

It is a common occurrence for a fluctuation to have taken place during the interval. At boom times the congestion is unbearable, and during the last rubber boom a broker confessed to me that he was forced to refuse clients' business because it was physically impossible for him to enter the market.

A clerk told me that even in normal times it is quicker for him to walk round the street from one door to the other than cross the floor of the House.

Pencil Figures.

To study the day's prices and movements the member must go to the marking boards, where the alterations are entered up in small pencilled figures. Even if such a primitive method as this were essential, one might reasonably expect that each market would have its own board, but no congenial is the place that the wretched broker wishing to know the markings in oil shares must walk the length of the House to the Consol market to find out!

The recent Wall-street excitement provides a good illustration of the existing chaos. Clients in the provinces are awaiting the latest dealing prices in Nickels. A huge crowd of dealers, brokers, and clerks are gathered in the American market in a vast circular scum.

A hoarse voice shouts out a price. It comes faintly to those on the fringe of the crowd, but deafness is no qualification for this job, and immediately a crowd of clerks hurries themselves at top speed through two series of swing doors, down a flight of stone steps across the court, and balance themselves precariously on some iron pilings while they shout their message through a small window hatch.

American Example.

The American market is also a good example of the wonderful facilities offered to members and the public. Owing to the difference in time between New York and London, American prices come dealing in at the late afternoon, and dealing in at its height about 5 p.m., but, wet or fine, this must be carried out in the open street, while the Stock Exchange is empty.

Despite the investment of thousands of pounds for the minor occupation of dealing in stocks and shares, the place is totally inadequate, and a disgrace to the City.

NEW DIVING SUIT WONDER.

£10,000,000 TREASURE HUNT.

ROBOT MAN IN ARMOUR.

An attempt to recover treasure estimated at £10,000,000, which has been at the bottom of Navarino Bay, Messenia, Greece, for more than 100 years will be made in a few months.

The treasure is contained in the ships of the Turkish-Egyptian fleet which were sunk in 1827 by the combined Russian, English, and French fleets. The flagship alone contained £200,000 in money and a far greater sum in precious objects.

The treasure is thirty-two fathoms beneath the water, and hitherto all efforts to recover it have failed, because no diver could descend to such a depth and work on wrecks. Now there is in existence a diving suit in which, it is stated, a man can go down 250 fathoms and work for ten hours without feeling any of the ordinary effects of diving, and this suit will be used in the venture off the coast of Greece.

Surrey Inventor.

This new diving apparatus is the invention of Mr. Joseph Salim Peress, of Byfleet, Surrey. Mr. Peress is of Persian origin, and when he began work on his invention ten years ago he had in mind the possibility of using the diving suit for recovering pearls from the virgin beds in the deeper waters of the Persian Gulf.

He prepared with this end in view a suit which would descend to 100 fathoms, but by experiment he claims that he found that, with slight alterations, the apparatus could be used for diving to a depth of 250 fathoms, and with adjustments, even to 500 fathoms.

The possibilities of such a suit are many. Wrecks which, up to now, have been inaccessible to divers can be examined and their bullion may be guessed by a brief survey of a few of the wrecks which are believed to be sunk in 500 fathoms or less.

There are the Persia and Arabia, submerged in the Mediterranean during the war with more than £1,000,000 in gold in them.

Treasure Galleons.

There are the Spanish galleons which, bullion-laden, were sunk in Vigo Bay. The Lusitania was said to have sunk with gold and jewellery valued at £1,200,000. The Merida carried to the bottom of the sea more than £250,000 in silver and £20,000 in jewellery.

The remarkable diving suit which Mr. Peress has constructed in his workshop at Byfleet resembles nothing quite so much as a robot figure. It is made of a light alloy, containing a large percentage of magnesium, and has arms and legs three feet long.

The diver inside can eat, drink, smoke, write, and move with perfect freedom. He can kneel, lie on his back or face downwards, and rise without the slightest difficulty.

The "hands" of the suit are like the larger antennae of a crab, and by their means the diver can pick up tin washers or coins and shake an eye to a spring.

Cushion of Oil.

The most efficient apparatus in use hitherto has been a German-invented diving suit, which has been found to work well at a depth of seventy-five fathoms.

Mr. Peress claims to have overcome the difficulty of working between the moving members of the joints a cushion of oil which is non-compressible and readily displaceable, and at 500 fathoms, when the pressure is generally regarded to be 520 lbs. to the square inch, it is possible to move the joints with the greatest ease.

When the apparatus is in use the diver is supplied with oxygen from cylinders carried on his back.

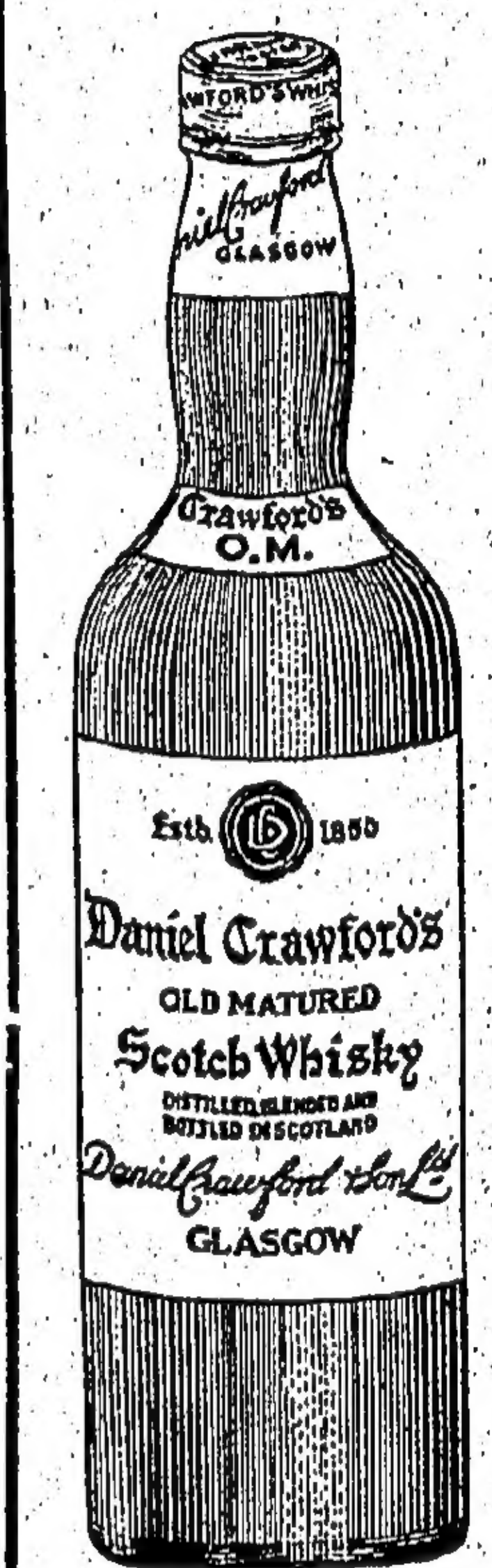
Mr. Peress proposes to subject the suit to severe tests at Loch Ness, Scotland, and he will work there at a depth of 135 fathoms—the greatest depth of the loch. After these experiments, the company for whom Mr. Peress constructed the suit will make preparations to start operations in Navarino Bay.

the Exchange, and this in a perfect hurricane of noise that would put the Tower of Babel to shame.

It must not be imagined from all this that no part of the Stock Exchange is up to date. Special racing and cricket boards supply members with the very latest scores and results, and the "House" Sports Board is a great organisation. Besides the minor occupation of dealing in stocks and shares, the place is totally inadequate, and a disgrace to the City.



THE Secret



Price:—
\$4.00 Bottle.
\$47.00 Case
Obtainable from
LANE, CRAWFORD, Ltd.
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While completing an operation in a hospital in Birmingham, Alabama, recently, Dr. T. H. Williams, turned suddenly to Dr. R. M. Coston and gasped: "Doctor! Take care of my patient!" Then he dropped dead. Dr. Coston completed the operation.

There is to be a complete replacement of all pre-1920 typing machines in British Government offices. This is the reply of Mr. George Lansbury and Mr. Festick-Lawrence to a deputation of the three associations of civil servants. There were many and varied grievances mentioned by the deputation. They declared that it was quite an ordinary practice to use dark rooms and huddle the typists under the window, rather than select a high room where all the floor-space can be utilised. Obsolete 1903 machines are replaced by less obsolete pre-war machines, until the typewriter companies return them as being worth repair. One of the typists told Mr. Lansbury that typists were supplied with tables with two wells in them. The cupboards in the right-hand side, where a machine should stand, and a machine has to stand on the left-hand side, where the work should be done. All the tables had to have a bit sawn off the legs, as the draught did not fit them. Dealing with noise, the deputation said that as many as fifty typists work in one room, and the noise was responsible for the large number of errors which suffer from nerve troubles. The Office of Works has now repaid to the many complainants. "At a year's experimenting, it has found that a room of 100 ft. x 100 ft. should have 500 feet of cubage. The Office of Works has offered the 400 service standard.

WAR SECRETARY QUASHES A SENTENCE.

GUARDSMAN AND OFFICER'S MARKED NOTE.

The Secretary of State for War has quashed the sentence of fifty-nine days' imprisonment without hard labour passed by a district court-martial at Aldershot on Guardsman George Innes Massey, 2nd Coldstream Guards, for the alleged theft of a £1 note belonging to Lieutenant Sir John Child, of the same battalion.

At the court-martial, Sir John Child said, as the result of missing money from his quarters, he had marked some Treasury notes.

One of the marked notes was found in Massey's possession; and he stated that he had received it when changing some silver into notes.

Conviction Expunged.

Massey, who has now rejoined his regiment, will be relieved of all the consequences of the conviction, and mention of it will be expunged from his record.

An official at the War Office said yesterday that it was impossible to discuss the circumstances which led up to the quashing of the sentence.

In accordance with military procedure, the case was reviewed by the Judge Advocate-General and the War Office.

ADVERTISEMENTS.

NOTICE IN REGARD TO AMBULANCES.

THE PUBLIC is informed that the New Telephone Directory contains no reference to "AMBULANCE STATIONS". The following information is therefore published:

AMBULANCE STATIONS.

| HONG KONG ISLAND. | Dial | Sub. Ex. |
|----------------------------------|------|----------|
| Motor, Central Fire Station | ... | 60 |
| Do. | ... | 60303 |
| Hand Ambulance, Central District | ... | 22 |
| Hand Ambulance, Eastern District | ... | 16 |
| Hand Ambulance, Western District | ... | 21 |

| KOWLOON. | Dial | Sub. Ex. |
|---|------|----------|
| Motor, Kowloon Fire Station | ... | 506 |
| Hand Ambulance, Kowloon District | ... | 619 |
| Hand Ambulance, Kowloon City Police Station | ... | 627 |

B. D. O. WOLFE,
Inspector General of Police.
(8882)

HONG KONG POLICE RESERVE.

(ORDERS BY THE HON. MR. E. D. C. WOLFE, C.B.O., INSPECTOR-GENERAL OF POLICE.)

General.

Revolver Practice:—The regular weekly revolver practice (voluntary) will take place at the Bowen Road Revolver Range on Wednesday, October 8, from 5.30 p.m. to 7 p.m. It will be open to all ranks of the H.K.P., Special Constables, Sharpshooters' Company, Hong Kong Police Reserve and to all persons holding permits to carry arms.

Police Training School.

The weekly classes for Police Reservists at the Police Training School, Kowloon, will be held on Tuesday, September 7 at 5.30 p.m. All members of the Chinese Company, and of the Flying Squad who have not yet passed Part II. of Training Course should attend.

Chinese Company.

Inspection Parade:—All ranks of the Chinese Company will parade at Central Police Station on Thursday, October 9, for a general inspection of equipment, etc., by the Company Commander. Fall in at 5.30 p.m. sharp. Dress: White uniform, cap with white cover, belt (with frog); truncheon, whistle, armband and badge; "Pocket Policeman" and note book to be carried. Those not in possession of uniform will attend in multi. No member may be absent from this parade without leave from the Company Commander. The Equipment Officers will make a point of being present.

Indian Company.

Inspection Parade:—All ranks of the Indian Company are reminded of the parade to be held at Police Headquarters under P/Sergeant R. J. Hunt on Thursday, October 9, at 5.30 p.m. sharp. Dress: White uniform, cap with white cover, belt (without frog); truncheon, whistle, armband and badge; "Pocket Policeman" and note book to be carried.

Flying Squad.

The weekly instructional patrol of the Flying Squad will take place on Tuesday, October 7, Fall in at Tsimtsatsui Fire Brigade Station at 5.30 p.m. sharp. Dress: Khaki uniform and cap with khaki cover.

Sharpshooters' Company.

Riot Drill:—Riot Drill will be carried out on Tuesday, October 7. Members will assemble outside the Queen's Pier at 5.10 p.m. and proceed at 5.15 p.m. to Kennedy Road. Uniform if possible. Rifles, revolvers, belts, holsters and truncheons to be brought.

(Sgd.) D. L. KING,
D.S.P. (R.).
October 6, 1930.

A RECTOR'S LANGUAGE.

BISHOP EXPECTED TO TAKE ACTION.

(The Commission appointed by the Bishop of Norwich to inquire into complaints against the Rev. Sidney Alfred Norris Huntley, rector of Bircham Newton with Bircham Tofts, has unanimously reported him to have been negligent.

They do this "while making every allowance for ill-health, of which no admissible evidence was given."

It is understood that the Bishop proposes to appoint a curate-in-charge and to inhibit Mr. Huntley. The Commission's report says Mr. Huntley has absented himself for long periods without making adequate provision for the holding of services, baptisms, churchings of funerals, that he has frequently used obscene and other expressions quite inconsistent with his sacred office, and that he has withheld collected tithes from the Governors of Quod Anne's Bounty.

The Commission ordered him to pay the costs of the inquiry.

Mr. Huntley was formerly a curate at Felixstowe and Lowestoft, and became Rector of Bircham Newton with Bircham Tofts (of which the Marquis of Cholmondeley is patron) in 1923.

Mr. Huntley declared to the Commission that for more than a year he had only £25 on which to live, and had existed on potatoes and the gifts of a few cottagers.

250 in Two Years.

In an interview with a reporter Mr. Huntley said: "All the Church is at the beck and call of the bishop in cases like these; the poor incumbent, guilty or not guilty, poverty stricken or just keeping alive, has to bear the brunt of charges brought by parishioners who admit they have never been inside the Church except for one funeral."

"I could not afford to bring witnesses because I had received only about £50 from the living for two years."

"A petition was signed by 75 per cent. of the adult parishioners to say that I had visited them and nursed them day and night in sickness and that they wished for no better pastor. Before the inquiry I was asked to meet the bishop's solicitor. He pressed me to resign. I absolutely refused."

"My people, who love the Church, love me, and those who do not love the Church would not welcome any body."

AMERICAN POLITICS.

GOVERNOR FRANKLIN RENOMINATED.

VICIOUS CHARGES OF CITY CORRUPTION.

[UNITED PRESS.]

Syracuse, N.Y., Sept. 30.—New York State Democrats to-day renominated Governor Franklin D. Roosevelt for Governor, his name being put before the convention by his friend ex-Governor Smith.

"Al" Smith entered the convention hall to the strains of "The Sidewalks of New York," his presidential campaign song of 1928, played by the band. He received a tremendous ovation from the fellow Democrats of his home state.

In his address nominating Governor Roosevelt, ex-Governor Smith berated such Democrats as have withheld their support from the fullest investigation of the official irregularities recently brought to light in the New York City government. Governor Smith, himself a Tammany product, maintained that true loyalty to the party would mean exposing and ousting the corrupt individuals who have placed the municipal government under a cloud, not deepening the cloud by trying to hush the matter up.

Mr. Tuttle's Record.

Governor Roosevelt will be opposed in his campaign by Mr. Charles Tuttle, till recently U.S. attorney, who was nominated for Governor by the New York State Republican Convention last week. Mr. Tuttle has achieved prominence during the summer by his insistent prosecution of several Tammany justices and other officials, detected in corrupt practices. A number of city and county officials have been forced to resign, and Judge Vaux of Kings County was sentenced to six years in jail for swindling the poor. Mr. Tuttle will unquestionably seek to make campaign capital of these revelations.

Mayor "Jimmy" Walker of New York City, broadcasting from the municipal radio station recently, sought to minimize the charges against his subordinates. "Corruption and dishonesty and crime," he said, "are not administrative and partisan. They are personal and individual. The Republican party of this state has not an issue to go into the next campaign. I know that a trivial thing, if dressed up, can run a cartoon showing the smartly turned-out mayor standing beside a long list of the recent scandals in his government."

Republican leaders in the New York legislature, the New York Bar Association, and public opinion, forcibly expressed by Rabbi Stephen S. Wise, have been insisting that Democratic Governor Roosevelt intervene. The Governor's campaign policy as outlined by his sponsor "Al" Smith to-day, will be the fullest investigation and prosecution of the guilty officials, that the name of the party may be cleared.

Press Opens the Attack.

The Press of New York City has been attacking what one paper called "the Tammany investigation of Tammany." Rollin Kirby of the New York cartoonist "World," itself a Democratic paper, seized Mayor Walker's phrase "a trivial thing, if dressed up" and ran a cartoon showing the smartly turned-out mayor standing beside a long list of the recent scandals in his government.

One of the biggest mining companies in Japan, the Mitsui Mining Company, has given notice of the dismissal of some 750 miners in the mining area near Fukuoka. This is the second occasion workers have been dismissed. The general depression of the mining business is said to be the cause for this drastic action. Restlessness is prevailing among the miners who are fearing a third or even fourth series of dismissals.

Passengers.

The following passengers arrived yesterday by s.s. Chichibu Maru:—Mrs. O. Yano, Mrs. U. Shimokawa, Master Yano, Master K. Shimokawa, Master M. Shimokawa, Master S. Shimokawa, Mr. Pun Guy On, Miss Yui Kip Fui, Miss Yui San Chong, Mrs. Y. Hayafune, Mr. K. Iida, Mr. and Mrs. Y. Kuribara, Mr. Chian You Kan, Mr. Lau Kai, Mr. Felipe Junpon, Mr. Jose Camp Ku, Mr. Miguel Lau, Mr. Jose Chong, Mr. Lau Chan.

The following passengers arrived yesterday by s.s. Pres. Jefferson:—Mr. and Mrs. J. W. Ballantine, Miss Alice Ballantine, Miss Betty Ballantine, Mr. R. W. D. Dunt, Mr. Wm. Frank, Mr. W. D. Guy, Mr. and Mrs. Tom Kim, Mr. S. T. King, Mrs. Y. K. Lion, Miss Willie McLees, Mr. P. T. Ngo, Mr. W. L. Newmeyer, Miss Lucy Panahina, Mr. F. Y. Poon, Mr. W. Y. Poon, Miss Edie Ray, Miss Annie Ray, Mr. and Mrs. Gou-Sick, Mr. and Mrs. O. O. Stanchfield, Mr. and Mrs. H. F. Yang, Master W. S. Yung, Miss L. P. Yung, Miss L. T. Yung, Master W. T. Yung.

The following passengers arrived on Sunday by s.s. President McKinley:—Mr. S. Chua, Mrs. A. King, Mr. A. Llorente, Mr. H. A. Lee, Mr. W. S. Liong, Mrs. N. D. Pong, Miss D. Pong, Miss C. D. Pong, Mr. O. S. Pong, Mr. M. W. Poyser, Mr. A. Y. Pien, Mr. E. C. Seleng, Mr. R. L. Willie, Mr. H. V. Whelan.

EASTERN NEWS IN BRIEF.

PARS FROM EVERYWHERE.

The Waichinopu has received a telegram from Geney, stating that Dr. Lin Sui Heng, China's Minister of Health, has been elected vice-president of the Health Committee of the League of Nations.

Last week the Japanese Cabinet Council approved of the signature of a Provisional Agreement on Trade and Navigation between Japan and Rumania. The treaty will be submitted to the Emperor for ratification.

Nanking has ordered the dissolution of the labour unions. Last week seven delegates who journeyed to the Capital to register a protest, returned to Shanghai, saying that the Central Kuomintang Headquarters would give a reply in a few days.

Pursuant to a request of the Ministry of Communications, the Ministry of Finance in Nanking, in an order to the Inspector-General of Customs, instructs that all aeroplane parts and accessories from abroad shall be exempt from import duty for a period of five years.

The Waichinopu is reported by the Chinese Press to have sent a Note to Sir Miles Lampson, H.M. Minister to China, asking the latter to instruct the Singapore authorities to restore the Kuomintang branch in that port and to rescind the order for the deportation of two Kuomintang members.

Mr. Moh Tuh Hui, the chief Chinese delegate to the Moscow Conference, has called the National Government, saying that the scope of discussion of the conference has been broadened and asking that four more delegates well versed in commercial navigation should be sent to Russia before October 11.

The dispute between the local meat traders and the Japanese shipping group, in Tientsin, including the Nippon Yusen Kaisha, the Osaka, Shosen Kaisha, and the Harada Kisen Kaisha, over the proposed rise in freight charges on meat has been amicably settled through the mediation of the Japanese Consulate General.

It is learned that the Ministry of Industry Commerce and Labour has granted a five-year patent right to the Hon Lai Company in Shanghai for its invention of the Chung Jing duplicating machine. In an order to the different provincial and municipal governments the Ministry instructs that as this machine has been found to be very satisfactory, its use in all Government organs should be encouraged.

Mr. T. V. Soong, Minister of Finance, has issued the following statement:—"It will be recalled that the report on monetary reform submitted by the Commission of Financial Experts, of which Dr. Kemmerer was chairman, was made public last March. It was then contemplated that other of the Commission's reports would soon be made public, but conditions existing since that time have interfered. Publication of these reports is now resumed with the issuance of the Commission's report on revenue policy. Other reports will shortly be made public."

SHIPS IN HARBOUR.

The following merchant ships were in harbour yesterday:—Maui Sang, Nollora, Harvey Maru, Pres. McKinley, Empress of Asia, Jardine Matheson's, Fooching, Douglas Lapraik, Haiyang, Docks:—Kowloon: Prominent, Maui Sang, Taikeo, Tean, Buoy:—Al Isar, As Shistan, As Tjimanook, As Wakasa Maru, As Ixion, As Chichibu Maru, Bf Hong Kheng, As Kiangsu, B12 Kiangchow, B18 Taiyuan, C18 Soochow, C19 New Mathilde, B30 Chang King, B34 Monjo Maru, A29 Kum Sang, A27 Telemachus, A28 Tai Poo Sok, B32 Chak Sang, C28 Canton, B38 Hai Hing, C42 Sungshan Maru, C43 Borneo, C44 Michael Johnson, C45 Taiyuan, C46 Chichibu Maru, B41 Yufuku Maru, C43 Keinan Maru, B44 Shepdonoh III.

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Pres. Grant, Tues., Oct. 21 Pres. Lincoln, Tues., Oct. 28
Pres. Cleveland, Tues., Nov. 4 Pres. Madison, Tues., Nov. 11

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Pres. Fillmore, Sun., Oct. 19, 8 a.m. Pres. Van Buren, Sun., Nov. 16, 8 a.m.
Pres. Wilson, Sun., Nov. 3, 8 a.m. Pres. Garfield, Sun., Nov. 30, 8 a.m.

To Manila

Pres. Jefferson, Oct. 7, 6 p.m. Pres. Lincoln, Oct. 21, 6 p.m.
Pres. Grant, Oct. 11, 8 p.m. Pres. Cleveland, Oct. 25, 6 p.m.

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TO BATAVIA—Through Java and Bali back via Makassar.

S.S. "TJIMANOEK" S.S. "TJILBOET" S.S. "TJISABOEA"
7th October. 21st October. 4th November.

TO BALI via Manila—Makassar—Soerabaya back through Java via Batavia.

S.S. "TJISONDABI" S.S. "TJIKABANG" S.S. "TJIBADAK"
14th October. 28th October. 11th November.

TO AMOY AND SHANGHAI.

S.S. "TJISABOEA" S.S. "TJIKABANG" S.S. "TJIKEMBANG"
10th October. 16th October. 25th October.

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Money and Markets

GOSSIP FROM THE SHARE MARKET.

INVESTMENT SHARES SOMEWHAT NEGLECTED.

FREE ADVICE FOR INVESTORS.

[By "KUFAN."]

Gossip often moves the market, but no investor should either buy or sell on market gossip only.

Following the satisfactory negotiation of the September Settlement, investors and speculators held off for a few days to study the reaction of the market, with the result that for the week under review, there was little change in rates.

In view of the number of shares which were carried over to October Settlement it is not anticipated that there will be any sharp rise in the market between now and October. In fact, a movement in the opposite direction is more probable.

There was no sudden drop in the prices of investment stocks during the week, but a study of quotations of to-day as compared with prices of two months ago will show how the inflated market is gradually losing some of its excessive pressure. The quotations for Wharves is a case in point, this stock having dropped from \$180 some months ago to \$155 to-day. It is gratifying to note this tendency to steadiness, as even to-day there are a number of stocks in the local market the prices of which are inflated. The effect of this is that there is a cautious and nervous attitude observed everywhere, instead of the free and easy buying and selling which would be the case if quotations were in any way proportionate to dividend and other returns.

While gilt-edged stock—after recent controversy on the subject I hesitate to use the term—is maintaining its level, comparison of quotations during the past few months reveals a gradual drop in rates for investment stocks.

These remarks, of course, do not strictly apply to speculative counters, but here also the market is undoubtedly top-heavy, and the same sliding back is noticeable, although being speculative, several small temporary "rises" are registered during the downward journey of quotations.

On the whole the market is showing healthy signs, as a return to rates more in keeping with dividends declared is undoubtedly the desire of all who are seriously interested in the share market, and not concerned merely with sudden speculative "flutters."

BANKS—These shares fetched \$1.65 during the week, and there are a number of buyers still in the market. Shares are due to rise a little more this week.

UNIONS—Shares are wanted at \$4.50, but none are forthcoming. There were a few parcels offered during the week, but they were snapped up as soon as they appeared.

CHINA UNDERWRITERS—These shares are a shade easier. A small business was done at \$2.70 to \$2.80, but buyers are holding off for the moment.

DOUGLASES AND STEAMBOATS—are quoted at about \$28 and \$29 respectively, but very little interest was shown in these shares.

STAR FERRIES also are neglected at quotations.

HONG KONG HOTELS—At \$11.10 to \$11.25, a fairly large amount of business took place, but at the close buyers were holding off, in spite of the fact that shares were being hawked at \$11.15.

HONG KONG LANDS—Old shares changed hands at \$7.50, and interest in these shares appears to be on the wane for the time being. New shares are offering at \$7.50.

HONG KONG REALTIES—These shares were sold prior to the Settlement at as low as \$8.50, but last week there were buyers at \$9.00 without any shares coming out.

HUMPHREYS—Sellers are now asking \$15.25, but buyers have again been conspicuous by their absence. Probably \$15 might lead to business.

HONG KONG & KOWLOON WHARVES—Shares were dealt in at \$165, but at the close buyers were only offering \$152.

HONG KONG & WHAMPOA DOCKS could probably be obtained at much under \$37, which is the figure at which they are quoted.

EWOS—There seem to have been no orders since the week under review, and shares were offering at \$12.15 at the close.

CHINA LIGHTS—As much as \$93.60 was paid before the Settlement, but they went down whole dollar later in the week but finished up at \$95. New shares have buyers at \$94.25.

CEMENTS—There has been some forward business in this stock and a little cash business. The rate during the week was in the vicinity of \$17.60-70.

CHINA PROVIDENTS—Old shares are wanted at \$5.15, and there are plenty for sale at this figure.

HONG KONG ELECTRICS—This stock closed at \$78.60, although during the week \$70 was paid.

HONG KONG TRAMS—There was a fairly good business in this stock at \$17.00 to \$18, and buyers were asking for shares at this figure at the close.

DAIRY FARMS—Few people showed any interest in this stock last week, and shares are offering at \$24.40.

HONG KONG ROPES—These shares were offering at under \$11 at the close without finding buyers.

HONG KONG AMUSEMENTS—Shares were offered for sale at as low as \$23 ex dividend.

HONG KONG CONSTRUCTIONS—There are buyers at \$2.30.

LANE CRAWFORDS are again a little better, with buyers at \$3.85.

REPLIES TO READERS.

Every week in this column "Kufan" replies to correspondents who may have questions to put regarding the prospects of any stock quoted in Hong Kong, Shanghai or Singapore. Questions regarding principles, practice, and custom can also be dealt with.

Correspondents are asked to fill up the coupon appearing elsewhere and address their queries to "Kufan," care of the Editor of this paper, and to give their names and address. It is desirable that a *nom de plume* be also included, in order that readers can readily identify the answers intended for them.

Every effort will be made to give as full and detailed a reply as possible, but no responsibility whatever is admitted by the writer in so doing.

Those who have written for information last week will find answers to their queries below.

PAGODA—I can see no reason why you should sell. Better hold on, the more so because exchange is so much against you to-day.

DIVIDEND—A.—If the shares are sold in January, you must lose the dividend unless the term "ex-dividend" has been included in the contract of sale. B.—If the shares are sold through a broker, the latter may transfer them to any name. As regards covering the dividend, the same must be included in the price on day of sale. That is the only way.

PHILIP—Your letter is generally correct. There has been a movement to push this stock up, but the effort was a failure and I don't believe will be tried again. The company's business does not merit the rise. The absence of dividend is another substantial reason for not touching this stock.

NEW YORK STOCK EXCHANGE.

LOW LEVELS REACHED FOR 1930.

SIX POINTS LOST IN CERTAIN CASES.

[UNITED PRESS.]

New York, September 29.—The hours continued their assault on the stock market to-day, and the averages made a new low for 1930, says the daily review of the Dow Jones Financial News Agency.

Much fluctuation marked the day's trading. In the early hours, the declines continued from yesterday. Later, prices grew firmer and even advanced. Then came another and more serious break, issues losing more than six points. Near the close there were unsuccessful attempts to sustain the late morning rally. These were followed, in turn, by heavy selling.

Rails declined as a result of poor reports on earnings. The average of 20 rails was off 1.80 to 122.50. Union Pacific dropped 2 1/2 to 207. New York Central was off 3 1/2 to close at 130 1/2, a new low. Baltimore and Ohio lost 3 1/2 to close at 92.

The average of 30 industrials lost most heavily, being off 4.38 to 208.14. Standard Oil of New York dropped another point to another new low of 27, while Standard of New Jersey was off 2 1/2 to 38.

Steels and coppers both dropped somewhat further. U.S. Steel was off 1 1/2 to 156 1/2, while Bethlehem Steel dropped 2 1/2 to 90 1/2. Anaconda Copper was down 1 1/2 to 30 1/2.

U.S. Rubber Higher.

U.S. Rubber was one of the few stocks which closed higher, being up 1/2 to 15 1/2. Goodrich and Goodyear were each down 3/8, to 10 1/2 and 30 1/2 respectively.

Among other industrials, Dupont de Nemours was off 3/4 to 103 1/2. Eastman Kodak dropped 2 1/2 to 193 1/2.

Motors held relatively firm, Packard remaining unchanged at 10 1/2. General Motors was off 1 1/2 to 38 1/2. Chrysler dropped 3/8 to 20 1/2. The average of 20 utilities was off slightly less than the rails, 1.35 to 77.15. International Tel. & Tel. dropped 3 1/2 points more to 31 1/2, less than half its high for the year. American Tel. & Tel. suffered less, dropping only 3/4 to 294 1/2.

Columbia Gas & Electric dropped 2 1/2 to 63 1/2, below the previous low for the season of 55. Westinghouse was off 3 points to 120 1/2. General Electric was off 1 point, closing at 61 1/2.

As is inevitable with the averages touching new lows for the season, many stocks have hit unprecedented lows, and others hover close above their former low records.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

| | Rugby, Oct. 5. |
|------------------------|----------------|
| Paris | 123.825 |
| New York | 4.86 |
| Brussels | 34.835 |
| Geneva | 25.035 |
| Amsterdam | 12.05 |
| Milan | 62.70 |
| Berlin | 20.415 |
| Stockholm | 18.085 |
| Copenhagen | 18.155 |
| Oslø | 18.155 |
| Vienna | 34.425 |
| Prague | 153 |
| Helsingfors | 103 |
| Lisbon | 46.90 |
| Bucharest | 375 |
| Rio | 54 |
| Buenos Aires | 39 9/10 |
| Montevideo | 40 |
| Bombay | 1/5 1/2 |
| Shanghai | 1/7 1/2 |
| Hong Kong | 1/3 1/2 |
| Yokohama | 2/0 1/16 |
| Silver, spot & forward | 16 1/2 |

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE.

MONDAY, OCTOBER 5.

| Buyers | Sellers | Prices | Monetary | Buyers | Sellers | Prices | Monetary |
|-------------------------|---------|--------|----------|-------------------------------|---------|---------|----------|
| Banks | | | | | | | |
| \$1,510 | ... | ... | ... | H.K. Banks | ... | \$1,510 | ... |
| ... | ... | ... | ... | Do. (London) | ... | ... | ... |
| ... | ... | ... | ... | Chartered Banks | ... | ... | ... |
| ... | ... | ... | ... | Mercantile Bks. "A" | ... | ... | ... |
| ... | ... | ... | ... | Do. "C" | ... | ... | ... |
| ... | ... | ... | ... | Bank of East Asia | ... | ... | ... |
| Insurance | | | | | | | |
| \$1,050 | ... | ... | ... | Canton Insurance | ... | \$1,050 | ... |
| ... | ... | ... | ... | Underwriters | ... | ... | ... |
| ... | ... | ... | ... | North China | ... | ... | ... |
| ... | ... | ... | ... | Union Insurance | ... | ... | ... |
| ... | ... | ... | ... | Yangtze Insurance | ... | ... | ... |
| ... | ... | ... | ... | China Fire | ... | ... | ... |
| ... | ... | ... | ... | H.K. Fire | ... | ... | ... |
| Shipping | | | | | | | |
| ... | ... | ... | ... | Douglas | ... | ... | ... |
| ... | ... | ... | ... | Steamboats | ... | ... | ... |
| ... | ... | ... | ... | Indos (pref.) | ... | ... | ... |
| ... | ... | ... | ... | Do. (inf.) | ... | ... | ... |
| ... | ... | ... | ... | Shell Transport | ... | ... | ... |
| ... | ... | ... | ... | Water-boats | ... | ... | ... |
| Mining | | | | | | | |
| ... | ... | ... | ... | Benquet | ... | ... | ... |
| ... | ... | ... | ... | Langkai (comb.) | ... | ... | ... |
| ... | ... | ... | ... | Do. (single) | ... | ... | ... |
| ... | ... | ... | ... | Explorations | ... | ... | ... |
| ... | ... | ... | ... | Shanghai Loans | ... | ... | ... |
| ... | ... | ... | ... | Rails | ... | ... | ... |
| ... | ... | ... | ... | Trench Mines | ... | ... | ... |
| ... | ... | ... | ... | Docks, Wharves, Godowns, etc. | ... | ... | ... |
| ... | ... | ... | ... | H.K. & K. Wharves | ... | ... | ... |
| ... | ... | ... | ... | Providents (old) | ... | ... | ... |
| ... | ... | ... | ... | Do. (new) | ... | ... | ... |
| ... | ... | ... | ... | H.K. Docks | ... | ... | ... |
| ... | ... | ... | ... | Shanghai Dock | ... | ... | ... |
| ... | ... | ... | ... | New Engineering | ... | ... | ... |
| ... | ... | ... | ... | Hongkong | ... | ... | ... |
| ... | ... | ... | ... | Lands, Hotels, and Buildings | ... | ... | ... |
| ... | ... | ... | ... | H.K. & S. Hotels | ... | ... | ... |
| ... | ... | ... | ... | H.K. Lands (old) | ... | ... | ... |
| ... | ... | ... | ... | Do. (new) | ... | ... | ... |
| ... | ... | ... | ... | Do. (rights) | ... | ... | ... |
| ... | ... | ... | ... | Shanghai Lands | ... | ... | ... |
| ... | ... | ... | ... | H.K. Realty | ... | ... | ... |
| ... | ... | ... | ... | Humphreys | ... | ... | ... |
| ... | ... | ... | ... | Chinese Estates | ... | ... | ... |
| Cotton Mills | | | | | | | |
| ... | ... | ... | ... | Eros | ... | ... | ... |
| ... | ... | ... | ... | Shai Cottons | ... | ... | ... |
| ... | ... | ... | ... | Long Sings | ... | ... | ... |
| Public Utilities | | | | | | | |
| ... | ... | ... | ... | Tramways | ... | ... | ... |
| ... | ... | ... | ... | Peak Tram (old) | ... | ... | ... |
| ... | ... | ... | ... | Do. (new) | ... | ... | ... |
| ... | ... | ... | ... | Star Ferry | ... | ... | ... |
| ... | ... | ... | ... | Canton Light | ... | ... | ... |
| ... | ... | ... | ... | C. Lights (old) | ... | ... | ... |
| ... | ... | ... | ... | Do. (new) | ... | ... | ... |
| ... | ... | ... | ... | H.K. Electric | ... | ... | ... |
| ... | ... | ... | ... | Macao | ... | ... | ... |
| ... | ... | ... | ... | Sanction Light | ... | ... | ... |
| ... | ... | ... | ... | Telephones (fully pd.) | ... | ... | ... |
| ... | ... | ... | ... | Do. (part pd.) | ... | ... | ... |
| ... | ... | ... | ... | China Buses | ... | ... | ... |
| ... | ... | ... | ... | Trucks | ... | ... | ... |
| ... | ... | ... | ... | Do. (pref.) | ... | ... | ... |
| Industrials | | | | | | | |
| ... | ... | ... | ... | Coldbeck (ord.) | ... | ... | ... |
| ... | ... | ... | ... | Macgregor (pref.) | ... | ... | ... |
| ... | ... | ... | ... | Canton Iron | ... | ... | ... |
| ... | ... | ... | ... | Cements (comb.) | ... | ... | ... |
| ... | ... | ... | ... | Do. (old) | ... | ... | ... |
| ... | ... | ... | ... | Do. (new) | ... | ... | ... |
| ... | ... | ... | ... | Ropes | ... | ... | ... |
| ... | ... | ... | ... | China Sugars | ... | ... | ... |
| ... | ... | ... | ... | Malabar Sugars | ... | ... | ... |
| ... | ... | ... | ... | United Ambores | ... | ... | ... |
| Miscellaneous | | | | | | | |
| ... | ... | ... | ... | Dairy Farms (com. r.) | ... | ... | ... |
| ... | ... | ... | ... | Do. ex rights | ... | ... | ... |
| ... | ... | ... | ... | Do. rights | ... | ... | ... |
| ... | ... | ... | ... | Der A. Wings | ... | ... | ... |
| ... | ... | ... | ... | Amusements | ... | ... | ... |
| ... | ... | ... | ... | Chin. Katartain | ... | ... | ... |
| ... | ... | ... | ... | Constructions | ... | ... | ... |
| ... | ... | ... | ... | Lane Crawford | ... | ... | ... |
| ... | ... | ... | ... | Macintosh | ... | ... | ... |
| ... | ... | ... | ... | Nanyang Tobacco | ... | ... | ... |
| ... | ... | ... | ... | Sincere | ... | ... | ... |
| ... | ... | ... | ... | Watsons | ... | ... | ... |
| ... | ... | ... | ... | Wm. Powell | ... | ... | ... |
| ... | ... | ... | ... | R. Ind. G. Bonds | ... | ... | ... |
| ... | ... | ... | ... | H.K. Govt. Loans | ... | ... | ... |

LOCAL AND REGULAR OUTWARD MAILS.

| | WEEK DAYS. | SUNDAYS & HOLIDAYS |
|--|------------------------|--|
| | From G.P.O. | From G.P.O. |
| Canton | 7.15 a.m. & 4.00 p.m. | 7.15 a.m. & 7.00 p.m. (Sundays & 5 p.m. only) |
| Macao & Tinian | 7.15 a.m. & 1.15 p.m. | 7.15 a.m. & 1.15 p.m. (Sundays & 1.15 p.m. only) |
| Kongmoon (except Saturdays) | 6.00 p.m. | 6.00 p.m. |
| Kankong (except Saturdays) | 6.00 p.m. | 6.00 p.m. |
| Katamban (By Train) | 7.15 a.m. | 7.15 a.m. |
| Tai O | 9.00 a.m. | 9.00 a.m. |
| Tai Po | 9.00 a.m. & 3.00 p.m. | 9.00 a.m. & 3.00 p.m. |
| Shamshu | 11.00 a.m. & 4.30 p.m. | 11.00 a.m. & 4.30 p.m. |
| Chungchow | 11.00 a.m. & 4.30 p.m. | 11.00 a.m. & 4.30 p.m. |
| Aberdeen | 8.30 a.m. | 8.30 a.m. |
| Stanley | 1.00 p.m. | 1.00 p.m. |
| Antas, Pingtan, Banting, Shatin, Shatukok, and Shumshu | 8.00 p.m. | 8.00 p.m. |
| Samsan, Shukai & Taipei (Fumun) | 7.00 p.m. | 7.00 p.m. |

FOREIGN MAILS.

RADIO NOTICE.

Individuals and firms are recommended to register their telegraphic address at the Radio Office. No charge is made for this.

INWARD MAILS.

| From | Per | Dus. |
|--|-----|-----------|
| SHANGHAI and SWATOW | ... | 8th Oct. |
| MANILA | ... | 8th Oct. |
| LONDON PARCELS (38th Aug.) and STRAITS | ... | 8th Oct. |
| AMOI and SWATOW | ... | 8th Oct. |
| Yokohama | ... | 9th Oct. |
| EUROPE via Suez (Letters and parcels, 4th September) | ... | 9th Oct. |
| U.S.A., CANADA, JAPAN, and SHANGHAI (Seattle, 20th September) | ... | 10th Oct. |
| U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 18th September) | ... | 10th Oct. |
| JAPAN and SHANGHAI | ... | 10th Oct. |
| STRAITS | ... | 11th Oct. |
| AUSTRALIA and MANILA | ... | 14th Oct. |
| AUSTRALIA and MANILA | ... | 14th Oct. |
| STRAITS | ... | 16th Oct. |
| JAPAN and SHANGHAI | ... | 17th Oct. |
| U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 18th September) | ... | 18th Oct. |
| U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 18th September) | ... | 18th Oct. |
| CANADA, U.S.A., HONOLULU, JAPAN and SHANGHAI (Vancouver, B.O., 2nd Oct.) | ... | 22nd Oct. |

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

| For | Per | DATE AND TIME |
|---|--|---|
| Batavia | Tyumenok | Tuesday, 7th |
| Swatow, Amoy and Foochow | Haikyung | 10.30 |
| Fort Bayard | Taipoooh | 1.00 |
| Amoy | Taiyuan | 3.30 |
| Manila | Empress of Asia | 3.30 |
| Manila | Pres. Jefferson | 4.30 |
| Swatow and Foochow | Ohip Shang | 5.00 |
| Amoy | Namang | 5.00 |
| | | Wednesday, 8th |
| Sandakan | Mawnaq | 10.00 |
| Manila | Aerada | 3.00 |
| Shanghai, Japan, Honolulu, *Canada, U.S.A. Central and South America, and *EUROPE via San Francisco—due San Francisco, 30th Oct., and *EUROPE via Siberia | Onichibu Maru | Reg. 5.00 Thursday, 9th Letters 3.30 |
| | | Thursday, 9th |
| Amoy Formosa via Swatow | Deit Maru | 3.30 |
| Straits | Oromer | 9.30 |
| Saigon | Telamachus | 10.00 |
| Japan and *Victoria, B.O.—due Victoria, B.O., 4th November | Ision | 10.30 |
| Straits and Calcutta | Kun Sang | Parcels 1.00 Letters 1.00 Kouloou P. 9.00 |
| | | Parcels 4.30 |
| Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and *EUROPE via Marseilles—due Marseilles, 7th November | Malwa | Reg. 11th 9.00 Letters 10.00 G.P.O. Par. 9th, 5.00 Reg. 11th 9.45 Letters 10.50 |
| | | Friday, 10th |
| Shanghai, Japan and *EUROPE via Siberia | Morea | 9.00 |
| Swatow, Amoy and Foochow | Hai Ning | 9.00 |
| | | Saturday, 11th |
| Australia (except places North of Brisbane) and New Zealand via Singapore and Brisbane—due Brisbane, 4th Nov. | Malwa connecting with New Zealand at Singapore | Reg. 9.15 Letters 10.00 |
| Shanghai, Japan and *EUROPE via Siberia | Kiddapora | 3.30 |
| Amoy | Anhui | 5.00 |
| | | Sunday, 12th |
| Swatow, Amoy and Formosa | Canton Maru | 9.00 |
| Bangkok via Swatow | Kaying | 9.00 |
| | | Monday, 13th |
| Japan, Canada, U.S.A. Central and South America and *EUROPE via Victoria, B.O.—due Victoria, B.O., 8th October | Pres. Jefferson | Parcels 5.00 Reg. 4.15 Letters 5.00 Letters 8.00 |
| Shanghai, and *EUROPE via Siberia | Pres. Jefferson | Parcels 5.00 Reg. 4.15 Letters 5.00 Letters 8.00 |
| | | Tuesday, 14th |
| Swatow, Amoy and Foochow | Hatching | Kouloou P. 1.00 |
| Saigon, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and *EUROPE via Marseilles—due Marseilles, 14th November | Andre Labou | Reg. 1.15 Letters 2.00 Kouloou P. 9.00 |
| | | Reg. 1.15 Letters 2.00 Kouloou P. 9.00 |
| Straits, Egypt and *EUROPE via Marseilles—due Marseilles, 15th Nov. | Calchas | Reg. 1.45 Letters 2.30 Letters 3.00 |
| | | Wednesday, 15th |
| Japan | Kitano Maru | 9.30 |
| Japan | Terukuni Maru | 5.00 |
| Shanghai and *EUROPE via Siberia | Terukuni Maru | Reg. 5.00 Letters 5.00 |
| | | Friday, 17th |
| Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and *EUROPE via Marseilles—due Marseilles, 15th November | Hakone Maru | Kouloou P. 4.30 Reg. 4.30 Letters 4.30 G.P.O. 1.00 Reg. 5.00 Letters 6.00 |
| | | Monday, 20th |
| Australia and New Zealand via Manila | Ohangto | Parcels 5.00 Reg. 11th 9.45 Letters 10.30 |
| Thursday Island—due Thursday Island, 1st November | | Thursday, 21st |
| Manila | Pres. Lincoln | 9.00 |

ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA

Pres. Fillmore, Dollar, Oct. 10.

Pres. Wilson, Dollar, Nov. 2.

AMOI

Haiyang, Douglas, Oct. 7.

Namang, Jardine's, Oct. 8.

Tayuan, B. & S., Oct. 8.

Haining, Douglas, Oct. 10.

Tijarsen, J.C.J.L., Oct. 10.

Anhui, B. & S., Oct. 12.

Tsinan, B. & S., Oct. 12.

Tijkarang, J.C.J.L., Oct. 10.

Talanba, B.I., Oct. 22.

Tijkarang, J.C.J.L., Oct. 23.

Hosang, Jardine's, Oct. 23.

ANTWERP

Haiyang, Douglas, Oct. 14.

Rakone Maru, N.Y.K., Oct. 18.

Khyber, P. & O., Oct. 23.

Malaya, Manners, Oct. 23.

Nanking, Gilman's, Oct. 27.

Suwa Maru, N.Y.K., Nov. 1.

Fushimi Maru, N.Y.K., Nov. 15.

Nagapore, P. & O., Nov. 15.

AUSTRALIAN PORTS

Aki Maru, N.Y.K., Oct. 21.

Changta, B. & S., Oct. 21.

Malolo, Robt. Dollar, Oct. 23.

Nelloro, E. & A., Oct. 31.

BALTO PORTS

Malaya, Manners, Oct. 23.

BALTIMORE

City of Chester, Bank, Oct. 7.

Agapenor, B.F., Oct. 17.

Taybank, Bank, Nov. 1.

BANGKOK

Kaying, B. & S., Oct. 12.

Kwangchow, B. & S., Oct. 19.

Malolo, Robt. Dollar, Oct. 23.

BARCELONA

Kulmerland, Jenson, Nov. 8.

Nagapore, P. & O., Nov. 15.

Glenluce, Jardine's, Nov. 11.

Coblenz, Melchers, Nov. 15.

Nagapore, P. & O., Nov. 15.

BOMBAY

Venezia, Dodwell's, Oct. 8.

Malwa, P. & O., Oct. 11.

Tango Maru, N.Y.K., Oct. 11.

Mirzapore, P. & O., Oct. 15.

Tottori Maru, N.Y.K., Oct. 27.

Yamagata Maru, N.Y.K., Oct. 30.

Hilda, Dodwell's, Nov. 8.

Macedonia, P. & O., Nov. 8.

Iyo Maru, N.Y.K., Nov. 11.

BOSTON

City of Chester, Bank, Oct. 7.

Toba Maru, N.Y.K., Oct. 17.

Agapenor, B.F., Oct. 17.

Lisbon Maru, N.Y.K., Oct. 17.

Tai Yang, Dodwell's, Oct. 19.

Cingalese Prince, Furness, Oct. 21.

Taybank, Bank, Nov. 1.

Pres. Wilson, Dollar, Nov. 2.

Javanese Prince, Furness, Nov. 4.

Tayama Maru, N.Y.K., Nov. 10.

BREMER

Isar, Melchers, Oct. 7.

Saarbrücken, Melchers, Oct. 18.

Aller, Melchers, Nov. 1.

Coblenz, Melchers, Nov. 15.

BRINDISI

Venezia, Dodwell's, Oct. 8.

Tevere, Dodwell's, Oct. 18.

Hilda, Dodwell's, Nov. 8.

CALCUTTA

Kumsang, Jardine's, Oct. 9.

Muran Maru, N.Y.K., Oct. 9.

Suisang, Jardine's, Oct. 13.

Aki Maru, N.Y.K., Oct. 15.

Tilawa, B.I., Oct. 23.

Namsang, Jardine's, Oct. 25.

Rangoon Maru, N.Y.K., Oct. 29.

Nagato Maru, N.Y.K., Nov. 8.

Talanba, B.I., Nov. 12.

CASABLANCA

Calcha, B.F., Oct. 23.

Khyber, P. & O., Oct. 23.

CEBU

Agapenor, B.F., Oct. 17.

CHIOFO

Kueichow, B. & S., Oct. 14.

Kueichow, B. & S., Oct. 24.

COLOMBO

Venezia, Dodwell's, Oct. 8.

Malwa, P. & O., Oct. 11.

Tango Maru, N.Y.K., Oct. 11.

Mirzapore, P. & O., Oct. 15.

Tottori Maru, N.Y.K., Oct. 27.

Yamagata Maru, N.Y.K., Oct. 30.

Hilda, Dodwell's, Nov. 8.

Macedonia, P. & O., Nov. 8.

Iyo Maru, N.Y.K., Nov. 11.

COPENHAGEN

Malaya, Manners, Oct. 23.

DALNY

Chinhua, B. & S., Oct. 13.

Hector, B.F., Oct. 18.

DUTCH PORTS

Isar, Melchers, Oct. 7.

Fresno Star, Dodwell's, Oct. 8.

City of Mobile, Bank, Oct. 9.

Calcha, B.F., Oct. 14.

Leverkusen, Jenson, Oct. 14.

Carnarvonshire, Jardine's, Oct. 17.

Saarbrücken, Melchers, Oct. 18.

Khyber, P. & O., Oct. 23.

Ranlund, Jenson, Oct. 25.

Malaya, Manners, Oct. 23.

Nanking, Gilman's, Oct. 27.

Antenor, B.F., Oct. 23.

Suwa Maru, N.Y.K., Nov. 1.

Kulmerland, Jenson, Nov. 8.

City of Herford, Bank, Nov. 9.

Glenluce, Jardine's, Nov. 11.

Fushimi Maru, N.Y.K., Nov. 15.

Nagapore, P. & O., Nov. 15.

FRESHWATER

Fresno Star, Dodwell's, Oct. 8.

Lima Maru, N.Y.K., Oct. 14.

Tumana, B.F., Oct. 20.

Toyooka Maru, N.Y.K., Nov. 10.

LONDON

City of Mobile, Bank, Oct. 9.

Venezia, Dodwell's, Oct. 8.

Malwa, P. & O., Oct. 11.

Calcha, B.F., Oct. 14.

Leverkusen, Jenson, Oct. 14.

Carnarvonshire, Jardine's, Oct. 17.

Saarbrücken, Melchers, Oct. 18.

Khyber, P. & O., Oct. 23.

Antenor, B.F., Oct. 23.

Suwa Maru, N.Y.K., Nov. 1.

Macedonia, P. & O., Nov. 8.

City of Herford, Bank, Nov. 9.

Glenluce, Jardine's, Nov. 11.

Fushimi Maru, N.Y.K., Nov. 15.

Nagapore, P. & O., Nov. 15.

LOS ANGELES

Pres. McKinley, A.M.L., Oct. 7.

Chichibu Maru, N.Y.K., Oct. 9.

Shinyo Maru, N.Y.K., Oct. 10.

Tai Yang, Dodwell's, Oct. 19.

Tobu Maru, N.Y.K., Nov. 10.

Talanba, B.I., Nov. 12.

Tayama Maru, N.Y.K., Nov. 10.

Tijarsen, J.C.J.L., Nov. 4.

LIVERPOOL

Fresno Star, Dodwell's, Oct. 8.

Lima Maru, N.Y.K., Oct. 14.

Tumana, B.F., Oct. 20.

Toyooka Maru, N.Y.K., Nov. 10.

LONDON

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Venezia, Dodwell's, Oct. 8.

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Antenor, B.F., Oct. 23.

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Toyooka Maru, N.Y.K., Nov. 10.

LONDON

City of Mobile, Bank, Oct. 9.

Venezia, Dodwell's, Oct. 8.

CHINA NAVIGATION COMPANY, LIMITED.

| | | | |
|---|-------------|--------------|---------|
| SWATOW, SHANGHAI & TIENTSIN | "SZROHUN" | On 7th Oct. | 10 a.m. |
| AMOI & SHANGHAI | "TAIYUAN" | On 7th Oct. | 5 p.m. |
| SWATOW & SHANGHAI | "KINGYUAN" | On 10th Oct. | 11 a.m. |
| AMOI, SWATOW & SINGAPORE | "ANHUI" | On 12th Oct. | 8 a.m. |
| SWATOW, SHANGHAI & TIENTSIN | "SOOCHOW" | On 12th Oct. | 10 a.m. |
| SWATOW & BANGKOK | "KAYING" | On 12th Oct. | Noon |
| S'hai, Nanchow & DALNY | "CHINHUA" | On 13th Oct. | 5 p.m. |
| SWATOW, SHANGHAI & TIENTSIN | "SUNNING" | On 14th Oct. | 10 a.m. |
| SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN | "HUICHOW" | On 14th Oct. | 10 a.m. |
| AMOI & SHANGHAI | "TSINAN" | On 15th Oct. | 5 p.m. |
| AMOI, SWATOW & SINGAPORE | "KWANGTUNG" | On 18th Oct. | 6 p.m. |
| SWATOW & BANGKOK | "KWANGCHOW" | On 19th Oct. | Noon |
| HONGKONG, PAKHOI & HAIPHONG | "CHENGTO" | On 23rd Oct. | 11 a.m. |
| SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN | "KUEICHOW" | On 24th Oct. | 10 a.m. |

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 12, Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTIE—TAIPING (SUNNERS)

FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.

ELECTRIC LAUNDRY, BARBER SHOP, SUGARON and STEWARDESSE CARRIED.

Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.

FIRST CLASS FARE TO SYDNEY, 65/ RETURN

LONDON (via Australia) from 114/10/-

(Australian Newspapers on file)

| STEAMER | Dep Hong Kong | Leaves Hong Kong | Leaves Manila | Dep Sydney |
|----------|---------------|------------------|---------------|------------|
| CHANGTIE | 14th Oct. | 21st Oct. | 24th Oct. | 9th Nov. |
| TAIPING | 14th Nov. | 21st Nov. | 24th Nov. | 9th Dec. |

AUSTRALIAN-ORIENTAL LINE, LIMITED

BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "MALAYA"

on or about 28th OCTOBER.

For PORT SAID, MARSEILLES, HAVRE, ANTWERP.

ROTTERDAM, AMSTERDAM, HAMBURG.

COPENHAGEN AND OTHER SCANDINAVIAN

& BALIC PORTS.

SAILING LIST.

| Other Sailings: | SHANGHAI, ETC. | COPENHAGEN, ETC. |
|------------------|----------------|------------------|
| M.S. "Malaya" | 27th Oct. | 28th Oct. |
| M.S. "Danmark" | 30th Nov. | 8th Jan. |
| M.S. "Java" | 30th Dec. | 8th Feb. |
| M.S. "Peru" | 30th Dec. | 7th March |
| M.S. "Australia" | 28th Jan. | 7th April |
| M.S. "Africa" | 28th Feb. | |

Optional Bills of Lading issued to United Kingdom Ports.

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JOHN MANNERS & CO., LTD.

Telephone 24071. Agents. [41]

PRINCE LINE

FREQUENT SERVICE

TO

BOSTON AND
NEW YORK

CALLING AT NAPLES

| | |
|------------------|--------------|
| CINGALESE PRINCE | October 21st |
| JAVANESE PRINCE | November 4th |
| JAPANESE PRINCE | December 2nd |

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

Fare—Hong Kong to Naples.....£58

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(Incorporated in Great Britain.)

Telephone: 23155. King's Building. Telegrams: Furnprino.

LLOYD TRIESTINO

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR

BRINISI, VENICE & TRIESTE

Via Singapore, Colombo, Bombay, Aden, Suez, and Port Said

Taking Cargo on through Bills of Lading to Piuma, Genoa, All

Italian, Adriatic, Levant, Black Sea and Danube Ports.

Passengers to LONDON (Overland)

NEXT SAILINGS FROM HONG KONG

| | For Shanghai & Japan | For Singapore & Europe |
|----------------|----------------------------|------------------------------|
| S.S. "VENEZIA" | ... | 8th Oct. |
| M.V. "HILDA" | 7th Oct. | 8th Nov. |
| S.S. "TOVERE" | 7th Oct. | 18th Oct. |

Passenger Steamer with First and Second Class Accommodation due in Italy on the 14th November.

All dates are subject to alteration without notice.

For Freight and Passages apply to:—

DODWELL & CO., LTD.

Agents.

SOUTH CHINA MOTOR-SHIPBUILDING & REPAIRING WORKS, LTD.

General Managers: GRANT & CO. Building and Repairs of Steamers and Motorships of every type. Telephone: 2577. 31, George's Building, Chater Road. Telegrams: "SARALLEN."

To Kwa Wan—Kowloon Bay. Telephone: 2700. Works Manager: W. D. HAMMOND. Telegrams: "MOTMAR."

Installation and Repairs of Diesel Engines and Motors for Marine and Stationary a specialty.

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

| STATION | OCTOBER 5, 1930. | | | | | | | | | | OCTOBER 6, 1930. | | | | | | | | | |
|----------------|------------------|-------|-------|----------|----------|--------|-----------|-------|-------|------|------------------|-------|------|----------|----------|--------|-----------|-------|-------|------|
| | Hour | Temp | Wind | Humidity | Pressure | Clouds | Direction | Force | State | Time | Hour | Temp | Wind | Humidity | Pressure | Clouds | Direction | Force | State | Time |
| Wladivostok | 12 | 29.80 | 757.0 | 67 | ... | ... | SSW | 1 | ... | 6 | 29.99 | 761.7 | 55 | ... | ... | W | 1 | ... | 0 | b |
| Nemuro | 11 | 29.65 | 753.0 | ... | ... | ... | WNW | 2 | ... | 5 | 29.73 | 755.0 | ... | ... | ... | ... | ... | ... | 0 | ... |
| Hakodate | ... | 29.72 | 755.0 | ... | ... | ... | SE | 1 | ... | ... | 29.86 | 758.5 | ... | ... | ... | ... | ... | ... | 0 | ... |
| Tokio | ... | 29.84 | 758.0 | ... | ... | ... | WSW | 1 | ... | ... | 30.04 | 763.0 | ... | ... | ... | WSW | 1 | ... | 0 | ... |
| Kobe | ... | 29.82 | 760.0 | ... | ... | ... | NW | 3 | ... | ... | 30.10 | 764.5 | ... | ... | ... | NNW | 2 | ... | 1 | ... |
| Nagasaki | ... | 30.02 | 762.5 | ... | ... | ... | NW | 1 | ... | ... | 30.10 | 764.5 | ... | ... | ... | NW | 1 | ... | 1 | ... |
| Kagoshima | ... | 30.02 | 762.5 | ... | ... | ... | WNW | 1 | ... | ... | 30.12 | 765.0 | ... | ... | ... | S | 1 | ... | 1 | ... |
| Oshima | ... | 30.06 | 763.5 | ... | ... | ... | N | 1 | ... | ... | 30.08 | 764.0 | ... | ... | ... | NNE | 1 | ... | 1 | ... |
| Naha | ... | 30.06 | 763.5 | ... | ... | ... | N | 2 | ... | ... | 30.02 | 762.5 | ... | ... | ... | NE | 1 | ... | 1 | ... |
| Isigakijima | ... | 30.08 | 764.0 | ... | ... | ... | NE | 2 | ... | ... | 30.08 | 764.0 | ... | ... | ... | ... | ... | ... | 0 | ... |
| Bonin Island | ... | 30.00 | 762.0 | ... | ... | ... | S | 1 | ... | ... | 30.08 | 764.0 | ... | ... | ... | ... | ... | ... | 1 | b |
| Chefoo | 15 | 29.93 | 760.2 | 74 | ... | ... | NNW | 4 | b | 6 | 30.08 | 764.0 | 56 | ... | ... | WSW | 2 | c | ... | ... |
| Shanghai | 14 | 30.12 | 765.1 | 76 | 6 | ... | W | 2 | o | ... | 30.19 | 766.7 | 65 | ... | ... | W | 2 | o | ... | ... |
| Chefoo | ... | 30.15 | 765.8 | 71 | ... | ... | W | 2 | o | ... | 30.22 | 767.6 | 65 | ... | ... | ... | ... | ... | ... | ... |
| Wenchow | ... | 30.15 | 765.7 | 74 | 8 | ... | ESE | 2 | bc | 6 | 30.11 | 765.5 | 69 | 6 | ... | NE | 2 | bc | ... | ... |
| Foochow | ... | 30.09 | 764.9 | 77 | 8 | ... | E | 2 | bc | 6 | 30.09 | 764.3 | 70 | 6 | ... | NE | 2 | bc | ... | ... |
| Amoy | ... | 30.04 | 763.0 | 81 | 0 | ... | E | 4 | bc | 6 | 30.09 | 763.0 | 66 | ... | ... | NNE | 2 | b | ... | ... |
| Swatow | ... | 29.97 | 761.2 | 78 | ... | ... | E | 1 | b | ... | 30.00 | 764.5 | 68 | ... | ... | ENE | 4 | r | ... | ... |
| Taihou | 11 | 30.11 | 764.8 | 77 | ... | ... | ENE | 4 | o | 5 | 30.03 | 762.8 | 68 | ... | ... | ... | ... | ... | 0 | ... |
| Taihou | ... | 30.05 | 763.2 | 79 | ... | ... | ... | ... | ... | ... | 30.01 | 762.1 | 72 | ... | ... | N | 2 | o | ... | ... |
| Tainan | ... | 30.02 | 762.4 | 85 | ... | ... | WSW | 1 | ... | ... | 29.98 | 761.4 | 74 | ... | ... | NNE | 4 | b | ... | ... |
| Koshun | ... | 30.00 | 762.1 | 79 | ... | ... | NE | 6 | bc | ... | 30.09 | 762.5 | 76 | ... | ... | NNE | 2 | ... | ... | ... |
| Pescadore | ... | 30.04 | 763.0 | 81 | ... | ... | NNE | 6 | bc | ... | 30.06 | 763.5 | 71 | 7 | ... | N | 1 | ... | ... | ... |
| Hong Kong | 14 | 30.01 | 762.2 | 77 | 6 | ... | ESE | 2 | bc | 6 | 30.06 | 763.5 | 77 | 7 | ... | ENE | 4 | b | ... | ... |
| Gap Rock | ... | 30.02 | 763.5 | 77 | 7 | ... | ENE | 4 | o | ... | 30.03 | 762.8 | 70 | 0 | ... | NNW | 2 | bc | ... | ... |
| Macao | ... | 30.00 | 761.9 | 79 | 6 | ... | NE | 2 | bc | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Hoihow | ... | 29.98 | 760.5 | 82 | ... | ... | NE | 2 | bc | ... | 30.01 | 762.1 | 79 | 8 | ... | NE | 6 | o | ... | ... |
| Pratas Island | ... | 29.92 | 760.0 | 81 | 8 | ... | S | 2 | bc | ... | 30.10 | 764.9 | 70 | 8 | ... | ... | ... | ... | 0 | ... |
| Phulien | 15 | 30.00 | 762.0 | 85 | 8 | ... | NNW | 2 | bc | 7 | 30.01 | 762.1 | 74 | 8 | ... | NNW | 2 | o | ... | ... |
| Tourane | ... | 29.94 | 760.8 | 74 | 8 | ... | S | 2 | bc | ... | 29.97 | 761.3 | 76 | 8 | ... | NW | 2 | o | ... | ... |
| Cape St. James | ... | 29.91 | 759.6 | 85 | 8 | ... | S | 2 | bc | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Rasoo | 14 | 29.89 | 759.1 | 77 | 6 | ... | S | 2 | bc | ... | 29.90 | 759.5 | 70 | 4 | ... | ... | ... | ... | 0 | ... |
| Aparr | ... | 29.88 | 757.6 | 86 | 4 | ... | ENE | 4 | o | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Tuguegarao | ... | 29.80 | 757.0 | 88 | 8 | ... | WSW | 2 | bc | ... | 29.90 | 759.5 | 74 | 6 | ... | ... | ... | ... | 0 | ... |
| Vigan | ... | 29.84 | 757.9 | 85 | 8 | ... | NW | 2 | bc | ... | 29.89 | 759.3 | 76 | 6 | ... | ... | ... | ... | 0 | b |
| Manila | ... | 29.60 | 757.0 | 91 | 8 | ... | WSW | 4 | bc | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Legaspi | ... | 29.63 | 757.0 | 86 | 8 | ... | SW | 4 | bc | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Calbayog | ... | 29.63 | 757.0 | 79 | 6 | ... | W | 4 | bc | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Tacloban | ... | 29.63 | 757.0 | 86 | 8 | ... | SW | 4 | bc | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Bohol | ... | 29.63 | 757.0 | 86 | 8 | ... | S | 4 | bc | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Cebu | ... | 29.61 | 757.2 | 86 | 8 | ... | W | 2 | bc | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Surigao | ... | 29.62 | 757.4 | 83 | 8 | ... | W | 2 | bc | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Calapan | 11.00 | ... | ... | ... | ... | ... | ... | ... | ... | 5 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Guam | 12.22 | 29.83 | 757.8 | ... | 6 | ... | NE | 4 | o | 4.22 | 29.93 | 760.1 | ... | 6 | ... | ... | ... | ... | 0 | ... |
| Yap | 11.00 | 29.67 | 758.7 | ... | 6 | ... | NNW | 4 | o | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Labuan | 14 | 29.82 | 757.4 | 86 | 6 | ... | W | 4 | b | 6 | ... | ... | ... | ... | ... | ... | ... | ... | ... | ... |

October 6, 10h. 10m.—A belt of high pressure extends from the upper Yangtze Valley to East of the

Bohns.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 24.75

inches, against an average of 77.34 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON OCTOBER 7.

Forecast.

1.—Formosa Channel.....N.E. winds, fresh to moderate.

2.—South coast of China between Hong Kong and Lamooka.....E. winds, moderate; fine.

3.—Hong Kong to Gap Rock.....E. winds, moderate; fine.

4.—South coast of China between Hong Kong and Hainan.....E. winds, moderate; fine.

T. F. CLAXTON, Director.

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

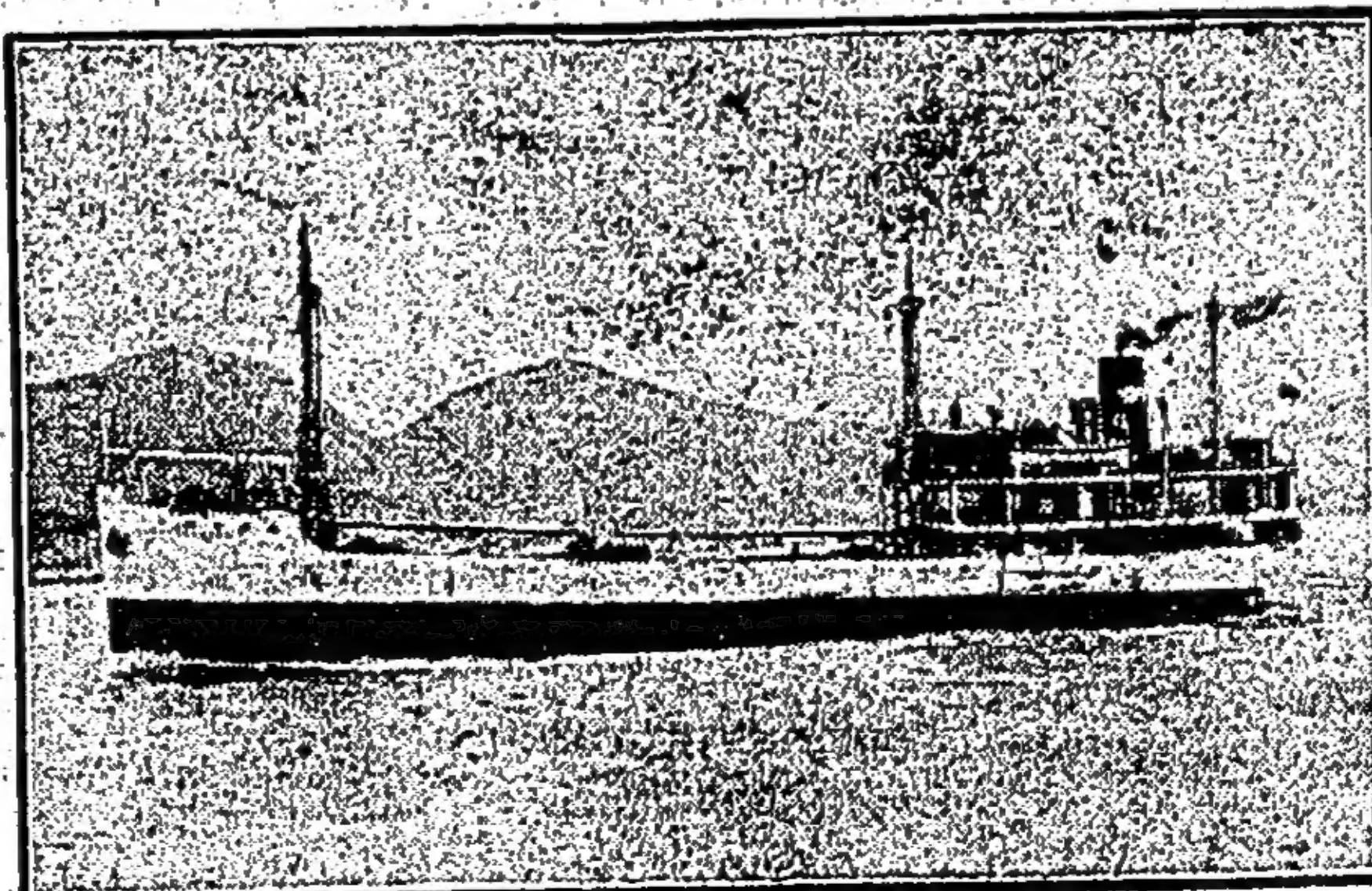
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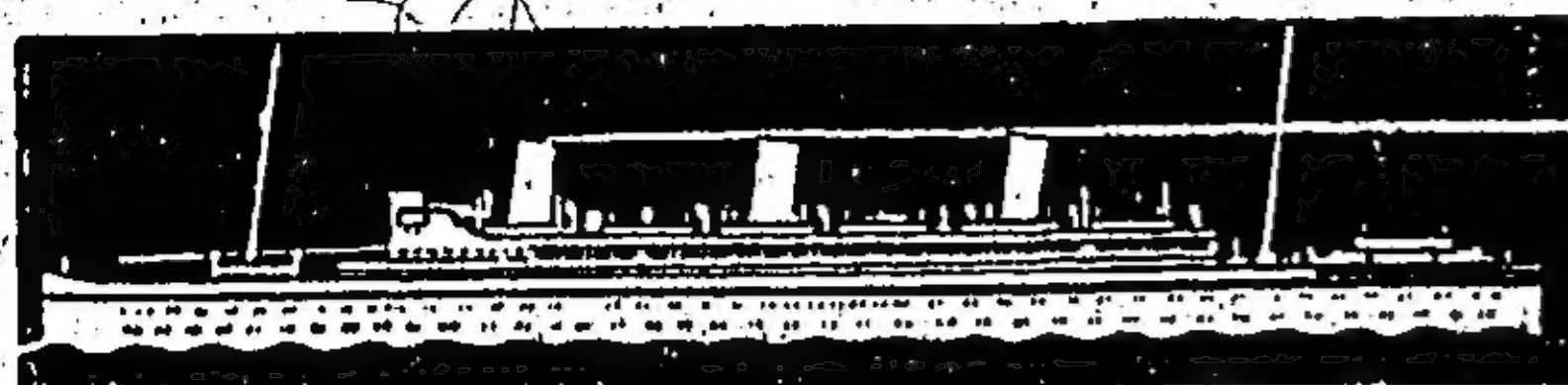
Please address enquiries to the Chief Manager,

R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

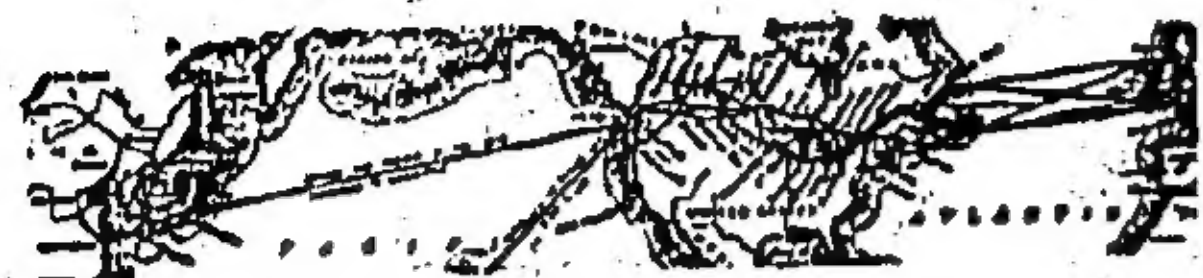
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SAILINGS SUBJECT TO ALTERATIONS.

| To | STEAMSHIP | DATE |
|--------------------------------|---|---|
| TSINGTAU via SWATOW & SHANGHAI | "CHAKSANG" "FOOSHING" "KWAISANG" "HOESANG" | Wed., 8th Oct., at 7 a.m. Sun., 12th Oct., at 7 a.m. Wed., 12th Oct., at 7 a.m. Sun., 19th Oct., at 7 a.m. |
| SINGAPORE, PENANG & CALOUPA | "KUMSANG" "SUISANG" "NAMSANG" | Thurs., 9th Oct., at 3 p.m. Mon., 13th Oct., at 3 p.m.< |



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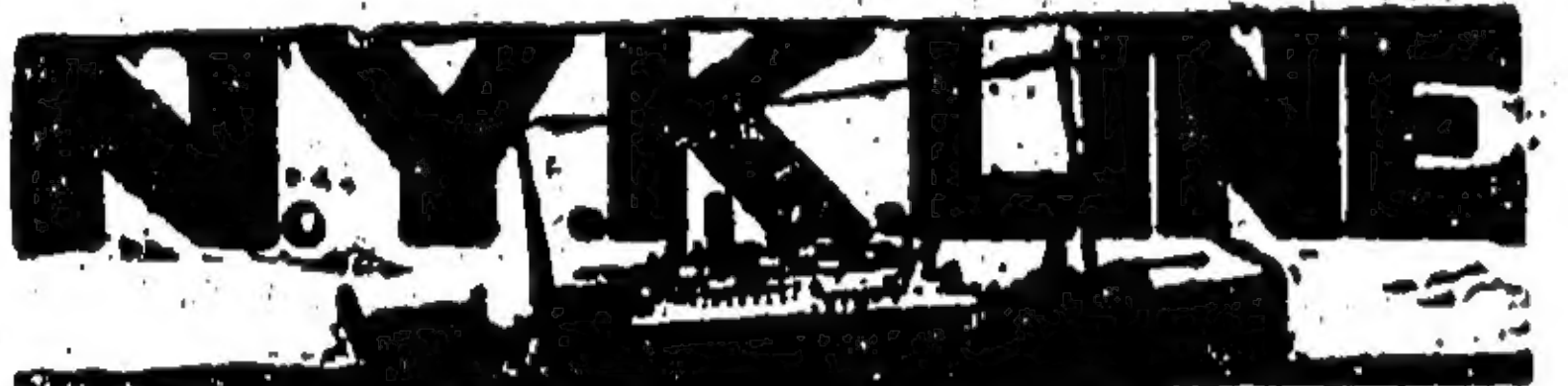
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CHIOCHU MARU ... 4. Thursday, 9th October

SHINYO MARU ... Sunday, 19th October

SEATTLE, VICTORIA via Shanghai & Japan Ports.

HIYE MARU ... Wednesday, 22nd October

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

HAKONE MARU ... Saturday, 18th October, at 7 a.m.

SUWA MARU ... Saturday, 1st November

SYDNEY & MELBOURNE via Manila & Peking.

AKI MARU ... Tuesday, 21st October

KITANO MARU ... Tuesday, 18th November

BOMBAY via Singapore, Penang & Colombo.

TANGO MARU ... Saturday, 11th October

TOTTORI MARU ... Monday, 27th October

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BOKUYO MARU ... Saturday, 20th November

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KANAGAWA MARU ... Saturday, 18th October

NEW YORK, BOSTON via PANAMA.

LIGBON MARU ... Friday, 17th October

LIVERPOOL via Port Said, Suez (Constantinople),

Genoa & Marseilles

LIMA MARU ... Tuesday, 14th October

CALCUTTA via Singapore, Penang & Rangoon.

MORONO MARU ... Thursday, 9th October

RANGOON MARU ... Wednesday, 29th October

SHANGHAI, KOBE & YOKOHAMA.

KITANO MARU (Nagasaki direct) ... Wednesday, 1st October

TEIKUNI MARU ... Thursday, 18th October

CALCUTTA MARU (Mojib direct) ... Saturday, 18th October

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ATHOS II ... 25th Nov.

ANGERS ... 9th Dec.

SPHINX ... 23rd Dec.

G. METZINGER ... 6th Jan. '31.

PORTHOS ... 20th Jan.

To Yokohama via Shanghai and Kobe.

CHRONORAU ... 13th Oct.

ATHOS II ... 27th Oct.

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ANGERS ... 25th Nov.

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Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 11,770 TONS;
THROUGH CARGO
18,000 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

| British | Cargo for | Through |
|----------------|-----------|---------|
| Swatow | 381 | 882 |
| Haiyang | 320 | — |
| New Mathilde | 1,220 | — |
| Taiyuan | 15 | 650 |
| Szechuen | — | 125 |
| American | — | 1,936 |
| Pres. McKinley | 165 | 2,200 |
| Manila | — | 165 |
| Dutch | — | — |
| Tjimanok | — | 510 |
| Batavia | — | 510 |
| German | — | — |
| Aller, Bremen | 675 | 8,120 |
| French | — | — |
| Tai Poo Sek | 584 | — |
| Port Bayard | — | 584 |
| Norwegian | — | — |
| Hirundo | 725 | — |
| Bangkok | — | 725 |
| Tonjer | 3,355 | 1,205 |
| Chinwangtao | — | 4,080 |
| Japanese | — | — |
| Moji | 1,253 | 1,424 |
| Sungshan Maru | — | 554 |
| Bandai Maru | 4,000 | 850 |
| Drisbano Maru | 529 | 2,060 |
| Moji | — | 3,822 |
| Chinese | — | — |
| Tak Hing | 34 | — |
| Autau | — | 34 |
| Total | 11,770 | 18,019 |

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